



**Britain's last Passenger Vickers Viscount G-APEY
at Leeds Bradford Airport - November 1997** (Photo. Jim Atkinson)

VOL. 24

May 98

CHAIRMAN: MR.M.WILLINGALE

17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY

01943 875137

SECRETARY: MR.A.G.HEELEY

12,LIME GROVE, RAWDON,LEEDS LS19 6BZ

0113 2505114

TREASURER: MR.D.VALENTINE

8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY

0113 2288143

P.R.O.: MR.L.COLDBECK

207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL

0113 2676947

EDITORIAL ASSISTANTS**MRS.D.BLACKWELL**

66A,BRADFORD ROAD, CLAYTON,BRADFORD BD14 6EQ

MR.M.SMALL

13, BEECH AVENUE, HARROGATE. HG2 8DS.

COMMITTEE

MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE, MRS.N.BARRETT, MR.D.BATES. MR.M.ELLIOT, MR.A.EDWARDS, MR.G.WARD.

CHAIRMAN'S CHAT

After a visit to the Air Enthusiasts Fair at East Midlands Airport in March,1997, I was given a copy of, I think, Air Britain's (Midland Branch) magazine. The issue contained a report of their A.G.M. It was just like Air Yorkshire ! The Officers and Committee were re-elected en-bloc and the Treasurer warned of losses due to the high cost of magazine publishing. There were reports of trips being cancelled or making a loss due to poor support. The magazine itself had more pages, comprising of movements and fly-overs from several airports e.g. Birmingham, E. Midlands and Coventry, each airport having a contributing editor who gave a short review followed by all the movements with often an apology for missing the last issue due to postal difficulties. This was followed by several pages of airways/overflights i.e. lots of columns of codes and numbers.

It was therefore reassuring to find that despite having twice our membership and the backup of a national organisation, they seemed to have more problems than we do.

I am therefore always asking the question "Have we got it right - are our members satisfied with the content and quality of our magazine?". At present it seems to pan out at 60% movements and 40% written content. I am always pleased to receive comments, of both a positive and negative nature about our publication.

Whilst on the subject of the magazine, the second page i.e. this one, with the credits, is often prepared before the final content of the magazine is decided. Often, therefore, casual contributors are missed off the credit list. I apologize for this and would suggest that any member submitting articles puts their name at the end.

Finally, with this issue comes your Summer Timetable. As usual we would like to thank Jonathan Hinkles, who prepares the timetable, and Ken at "Air Supply", who pays for the copywrite.

MEETINGS. (starting at 14.30)

There are no speakers or events arranged for the June or July meeting as we go to press.

We apologize for the inability to give advanced notice of these meetings.

As usual, there is NO AUGUST MEETING

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick,

Leeds/Bradford Movements

March 1998

01 Sunday

OY-SVW Jetstream 41	0913	G-BVZF Boeing 737 500	0952
G-UKFF Fokker 100	0958	EI-CKS Boeing 737	1002
F-GMRD B58 Baron	1012	EC-GBU Boeing 737 300	1117
G-BVKC Boeing 737 500	1233	G-GNTD SAAB 340	1304
G-TMDP Airbus 320	1428	G-UKFA Fokker 100	1538
G-JEAG Friendship	1456	G-BXOL Boeing 757	1502
PH-SDR DHC-8	1522	G-BNEN PA-34 Seneca	1529
OY-SVW Jetstream 41	1653	G-MAJD Jetstream 41	1709
EI-FKA Fokker 50	1725	G-JEAI Friendship	1751
EI-CKS Boeing 737	1753	G-MAJI Jetstream 41	1815
G-BVKC Boeing 737 500	1821	G-JEAG Friendship	1906
OO-DJY Avro 146 RJ85	1920	D-COKE Lear Jet 35	1938 2036
N112JS Citation II	1944 1958	G-UKFA Fokker 100	1948
G-IFTC HS 125 F3B/RA	2000 2155	G-GNTD SAAB 340	2019
G-MAJD Jetstream 41	2028	OY-SVW Jetstream 41	2113
G-BVKC Boeing 737 500	2124	G-GNTF SAAB 340	2132
G-JEAG Friendship	2205	EI-CJF Boeing 737	2210

02 Monday

EI-FKB Fokker 50	0809	G-MAJI Jetstream 41	0926
OY-SVW Jetstream 41	0930	G-BVKC Boeing 737 500	0940
G-GNTD SAAB 340	0950	G-MAJD Jetstream 41	0952
G-DASI Short 360	0958	EI-CNV Boeing 737	1005
PH-SDU DHC-8	1025	G-GNTF SAAB 340	1133
G-JEAG Friendship	1135	G-UKFF Fokker 100	1140
G-JEAF Friendship	1150	EC-FYF Boeing 737 300	1211
G-BVKC Boeing 737 500	1233	OY-SVW Jetstream 41	1321
G-MAJD Jetstream 41	1402	G-DASI Short 360	1428
G-JEAF Friendship	1500	PH-SDU DHC-8	1514
G-BVKC Boeing 737 500	1519	G-UKFA Fokker 100	1537
G-BRPU B76 Duchess	1619	OY-SVW Jetstream 41	1649
G-MAJD Jetstream 41	1707	G-MAJI Jetstream 41	1709
G-GNTD SAAB 340	1728	PH-DMD Fokker 50	1732
EI-CNV Boeing 737	1750	G-BXOL Boeing 757	1800
G-JEAF Friendship	1816	G-BVKC Boeing 737 500	1821
G-DASI Short 360	1838	OO-DJR Avro 146 RJ85	1924
G-MAJI Jetstream 41	1959	G-UKFA Fokker 100	2006
G-GNTD SAAB 340	2027	G-MAJD Jetstream 41	2033
OY-SVW Jetstream 41	2116	G-JEAF Friendship	2124
G-GNTF SAAB 340	2131	G-BVKC Boeing 737 500	2141

03 Tuesday

SE-DVY Citation VII	0754	EI-FKD Fokker 50	0822
G-MAJI Jetstream 41	0924	G-MAJD Jetstream 41	0938
G-BVKC Boeing 737 500	0942	OY-SVW Jetstream 41	0945
G-GNTD SAAB 340	0949	G-JEAF Friendship	0952

9H-ARE Boeing 737	0956	G-DASI Short 360	0959
EI-CJH Boeing 737	1003	G-UKFF Fokker 100	1007
PH-SDT DHC-8	1038	G-BHFH PA-34 Seneca	1040
VP-CPR Cessna 421C	1114	EC-FEF Boeing 757	1137
G-GNTF SAAB 340	1148	G-BMUT PA-34 Seneca	1154
G-BAVZ PA-23 Aztec	1218	G-BVKC Boeing 737 500	1339
OY-SVW Jetstream 41	1407	G-MAJD Jetstream 41	1409
G-UKFA Fokker 100	1438	G-JEAI Friendship	1501
PH-SDT DHC-8	1534	N220SC PA-31T Cheyenne	1658
OY-SVW Jetstream 41	1700	G-MAJD Jetstream 41	1703
G-MAJI Jetstream 41	1724	G-GNTD SAAB 340	1735
EI-FKC Fokker 50	1738	EI-CJH Boeing 737	1800
G-DASI Short 360	1825	G-JEAI Friendship	1832
G-BVKC Boeing 737 500	1914	OO-DJN Avro 146 RJ85	1917
G-UKFA Fokker 50	2025	G-GNTD SAAB 340	2040
G-MAJD Jetstream 41	2041	OY-SVW Jetstream 41	2050
G-GNTF SAAB 340	2124	G-JEAI Friendship	2130
G-MAJG Jetstream 41	2154	G-BVKC Boeing 737 500	2159
G-BXOL Boeing 757	2208		
04 Wednesday			
EI-FKC Fokker 50	0819	G-WELL King Air E90	0840
G-MAJG Jetstream 41	0919	G-BVKC Boeing 737 500	0928
G-MAJD Jetstream 41	0938	OY-SVW Jetstream 41	0941
G-GNTF SAAB 340	0943	G-JEAG Friendship	0946
G-DASI Short 360	0954	EI-COX Boeing 737	1012
PH-SDP DHC-8	1043	G-BPRJ Twin Squirrel	1123
G-UKFF Fokker 100	1126	G-BVKC Boeing 737 500	1241
G-LIZZ PA-23 Aztec	1256	OY-SVW Jetstream 41	1320
G-MAJD Jetstream 41	1402	G-JEAF Friendship	1455
PH-GDM DHC-8	1520	G-BVKC Boeing 737 500	1525
G-UKFA Fokker 100	1626	OY-SVW Jetstream 41	1644
G-MAJD Jetstream 41	1658	G-MAJG Jetstream 41	1708
G-GNTJ SAAB 340	1725	EI-FKA Fokker 50	1736
EI-COX Boeing 737	1750	G-FRYI King Air 200	1757
G-BXOL Boeing 757	1800	N190RM King Air E90	1805
G-BVKC Boeing 737 500	1815	G-JEAF Friendship	1820
G-DASI Short 360	1839	G-WELL King Air E90	1925
OO-DJV Avro 146 RJ85	1947	G-MAJG Jetstream 41	2004
G-GNTJ SAAB 340	2031	G-UKFA Fokker 100	2041
OY-SVW Jetstream 41	2116	G-BVKC Boeing 737 500	2132
G-GNTH SAAB 340	2133	G-JEAF Friendship	2136
G-MAJK Jetstream 41	2231		
05 Thursday			
G-DASI Short 360	0639	EI-FKD Fokker 50	0807
OO-SXD EMB 121 Xingu	0833 1725	G-MAJG Jetstream 41	0921
OY-SVW Jetstream 41	0922	G-GNTH SAAB 340	0942
G-JEAF Friendship	0946	G-BVKC Boeing 737 500	0950
G-MAJK Jetstream 41	0953	G-DASI Short 360	0955
EI-CKQ Boeing 737	1001	PH-SDP DHC-8	1031
XZ335 Gazelle AH.1	1137	G-GNTJ SAAB 340	1141
G-UKFF Fokker 100	1153	G-BVKC Boeing 737 500	1247
EC-FJZ Boeing 737 300	1320	OY-SVW Jetstream 41	1323
G-BODY Cessna 310R	1348	N666LP PA-46 Malibu	1351
G-MAJK Jetstream 41	1401	G-BXOL Boeing 757	1410
G-KBAC Short 360	1456	G-JEAG Friendship	1503
PH-SDP DHC-8	1521	G-UKFA Fokker 100	1540
G-BVKC Boeing 737 500	1551	G-TJHI Citation I	1624
OY-SVW Jetstream 41	1658	G-MAJK Jetstream 41	1706
G-MAJG Jetstream 41	1715	EI-FKA Fokker 50	1721
G-GNTH SAAB 340	1724	EI-CKQ Boeing 737	1752

G-JEAG Friendship	1823	G-KBAC Short 360	1830
G-BVKC Boeing 737 500	1901	VP-CJB Citation I	1922 1553(06)
00-DJZ Avro 146 RJ85	1926	G-UKFA Fokker 100	2000
G-MAJG Jetstream 41	2010	G-MAJK Jetstream 41	2027
G-GNTJ SAAB 340	2108	OY-SVW Jetstream 41	2111
G-JEAG Friendship	2126	G-BXDL Boeing 757	2155
G-BVKC Boeing 737 500	2209	G-GNTH SAAB 340	2253
06 Friday			
EI-FKA Fokker 50	0848	G-BVMX Short 360	0958
OY-SVW Jetstream 41	1333	G-GNTJ SAB 340	1338
G-JEAI Friendship	1344	G-MAJG Jetstream 41	1418
G-MAJD Jetstream 41	1436	G-OLAH Short 360	1502
G-BXDL Boeing 757	1507	PH-SDR DHC-8	1527
G-BVKC Boeing 737 500	1609	G-JEAI Friendship	1642
G-UKFA Fokker 100	1653	OY-SVW Jetstream 41	1701
G-MAJG Jetstream 41	1716	EI-FKC Fokker 50	1722
G-GNTH SAAB 340	1724	G-MAJK Jetstream 41	1729
EC-FEF Boeing 757	1756	G-OLAH Short 360	1838
G-JEAG Friendship	1841	EI-CJG Boeing 737	1859
G-BVKC Boeing 737 500	1934	00-DJX Avro 146 RJ85	1945
G-MAJI Jetstream 41	2003	G-GNTH SAAB 340	2026
G-MAJK Jetstream 41	2033	G-MAJG Jetstream 41	2054
OY-SVW Jetstream 41	2118	G-GNTJ SAAB 340	2129
G-JEAG Friendship	2158	G-UKFA Fokker 100	2212
EC-GBX Boeing 757	2240	G-BVKC Boeing 737 500	2254
07 Saturday			
G-BXDL Boeing 757	0217	EI-FKA Fokker 50	0817
G-BVKC Boeing 737 500	0924	EI-CJC Boeing 737	1008
PH-SDU DHC-8	1029	N9469P PA-24 Comanche	1033 1120
G-SHCC JetRanger	1054	G-UKFF Fokker 100	1148
G-JEAF Friendship	1150	G-GNTJ SAAB 340	1157
G-BVKC Boeing 737 500	1232	G-BIYO PA-31 Navajo	1245
G-JEAF Friendship	1332	G-WJAN Boeing 757	1437
G-KKES TB-20 Trinidad	1554	OY-SVW Jetstream 41	1625
G-UKFA Fokker 100	1659	G-BVKC Boeing 737 500	1814
G-UKFA Fokker 100	2004		
08 Sunday			
G-BRIG Boeing 767	0653	N709EL Beechjet 400	0907 0944
OY-SVW Jetstream 41	0923	G-BVKC Boeing 737 500	0934
G-OLAH Short 360	0942	EC-FL6 Boeing 737 300	1007
G-UKFN Fokker 100	1014	EI-CJE Boeing 737	1147
G-BODY Cessna 310R	1156	G-DBMZ Boeing 737 500	1301
G-TMDF Airbus 320	1428	G-UKFA Fokker 100	1444
G-JEAF Friendship	1504	PH-SDR DHC-8	1527
G-BIYO PA-31 Navajo	1531	G-GNTJ SAAB 340	1609
G-GNTH SAAB 340	1653	OY-SVW Jetstream 41	1706
G-MAJK Jetstream 41	1712	G-JEAI Friendship	1828
G-DBMZ Boeing 737 500	1835	00-DJK Avro 146 RJ85	1921
G-GNTH SAAB 340	2017	G-MAJK Jetstream 41	2030
OY-SVW Jetstream 41	2051	G-GNTJ SAAB 340	2106
G-UKFR Fokker 100	2122	G-JEAI Friendship	2129
G-DBMZ Boeing 737 500	2146		
09 Monday			
G-BYAW Boeing 757	0700	PH-DMD Fokker 50	0836
G-MAJK Jetstream 41	0924	OY-SVW Jetstream 41	0932
G-DBMZ Boeing 737 500	0941	G-JEAI Friendship	0944
G-MAJG Jetstream 41	0948	G-OLAH Short 360	0951
G-GNTH SAAB 340	0954	EI-CNW Boeing 737	1019
PH-SDU DHC-8	1025	N41198 PA-42 Cheyenne	1101 1539(11)
ZG993 Islander AL.1	1115	G-UKFN Fokker 100	1117

G-JEAF Friendship	1149	G-GNTJ SAAB 340	1154
G-DBLC B76 Duchess	1228	EC-GNU Boeing 737 300	1245
G-DBMZ Boeing 737 500	1250	OY-SVW Jetstream 41	1319
G-MAJG Jetstream 41	1356	G-UKFR Fokker 100	1428
G-LACA PA-28 Warrior II	1439	G-RMCT Short 360	1452
G-JEAF Friendship	1500	PH-SDU DHC-8	1525
G-BVZH Boeing 737 500	1530	G-GNTJ SAAB 340	1542
N560WE Citation V	1640	OY-SVW Jetstream 41	1642
G-MAJG Jetstream 41	1704	G-MAJK Jetstream 41	1713
G-GNTH SAAB 340	1716	EI-FKF Fokker 50	1730
G-TLME Robinson R-44	1735	EI-CNW Boeing 737	1801
G-BYAW Boeing 757	1818	G-RMCT Short 360	1820
G-JEAF Friendship	1822	G-BVZH Boeing 737 500	1824
G-HCTL PA-31 Navajo	1837	OO-DJX Avro 146 RJ85	1912
G-UKFR Fokker 100	1945	G-MAJK Jetstream 41	1956
G-GNTH SAAB 340	2016	G-MAJG Jetstream 41	2028
G-GNTJ SAAB 340	2053	OY-SVW Jetstream 41	2055
G-JEAF Friendship	2120	G-OBMZ Boeing 737 500	2133
10 Tuesday		EI-FKF Fokker 50	0816
G-RMCT Short 360	0637	G-MAJK Jetstream 41	0920
G-BHFH PA-34 Seneca	0830	G-MAJG Jetstream 41	0936
G-OBMZ Boeing 737 500	0927	G-GNTH SAAB 340	0939
OY-SVW Jetstream 41	0937	G-JEAF Freindship	0945
OO-MLF PA-34 Seneca	0944	EI-CKP Boeing 737	0957
G-RMCT Short 360	0954	G-GRID Twin Squirrel	1008
G-UKFN Fokker 100	1002	PH-SDT DHC-8	1100
9H-ABE Boeing 737	1016	EC-GBX Boeing 757	1148
G-RSWD Cessna 172R	1121	G-GNTJ SAAB 340	1259
G-OBMZ Boeing 737 500	1224	G-MAJG Jetstream 41	1351
OY-SVW Jetstream 41	1311	G-JEAI Friendship	1513
G-UKFR Fokker 100	1430	OY-SVW Jetstream 41	1648
G-OBMZ Boeing 737 500	1526	G-MAJK Jetstream 41	1708
G-MAJG Jetstream 41	1705	G-GNTH SAAB 340	1727
EI-FKD Fokker 50	1725	G-JEAI Friendship	1820
EI-CNW Boeing 737	1745	G-OBMZ Boeing 737 500	1828
G-RMCT Short 360	1824	G-UKFR Fokker 100	1958
OO-DJW Avro 146 RJ85	1917	G-GNTH SAAB 340	2020
G-MAJK Jetstream 41	2009	OY-SVW Jetstream 41	2108
G-MAJG Jetstream 41	2026	G-GNTC SAAB 340	2127
G-JEAI Friendship	2117	G-GNTJ SAAB 340	2154
G-OBMZ Boeing 737 500	2138		
G-BYAW Boeing 757	2159		
11 Wednesday		G-RMCT Short 360	0649
G-BVYC Airbus 320	0622	PH-HUB SOCAT A TBM-700	0904 1544
EI-FKB Fokker 50	0813	G-MAJK Jetstream 41	0932
G-OBMZ Boeing 737 500	0925	G-MAJG Jetstream 41	0938
OY-SVW Jetstream 41	0935	G-JEAI Friendship	0944
G-GNTC SAAB 340	0940	EI-CKP Boeing 737	0957
G-RMCT Short 360	0955	G-UKFR Fokker 100	1028
PH-SDP DHC-8	1022	G-KMCD King Air 200	1125
G-SANB King Air E90	1045	N12NM Citation I	1307
G-OBMZ Boeing 737 500	1222	G-MAJG Jetstream 41	1358
OY-SVW Jetstream 41	1320	N9469P PA-24 Comanche	1434
G-GNTJ SAAB 340	1413	G-BTHW F33C Bonanza	1450
G-UTSY PA-28R Arrow III	1447	PH-SDP DHC-8	1513
G-JEAF Friendship	1507	G-MAJG Jetstream 41	1701
G-OBMZ Boeing 737 500	1521	G-UKFD Fokker 100	1713
G-BJIR Citation II	1709	G-GNTC SAAB 340	1727
G-MAJK Jetstream 41	1720	G-BZAT Avro 146 RJ100	1745
EI-FKE Fokker 50	1734		

EI-CKP Boeing 737	1753	G-BYAW Boeing 757	1757
G-OBMZ Boeing 737 500	1814	G-JEAF Friendship	1824
G-RMCT Short 360	1831	00-DJN Avro 146 RJ85	1915
G-MAJK Jetstream 41	2021	G-MAJG Jetstream 41	2023
G-UKFD Fokker 100	2026	G-GNTC SAAB 340	2030
G-GNTH SAAB 340	2032	G-BVYC Airbus 320	2054
G-JEAF Friendship	2118	G-BXTN ATR-72	2123
G-OBMZ Boeing 737 500	2128	G-GNTJ SAAB 340	2323
12 Thursday			
G-RVRC PA-23 Aztec	0140	EI-FKE Fokker 50	0829
G-MAJK Jetstream 41	0930	G-OBMZ Boeing 737 500	0944
G-GNTH SAAB 340	0947	G-MAJG Jetstream 41	0951
G-JEAF Friendship	0954	G-BXTN ATR-72	0957
G-RMCT Short 360	0959	EI-CJF Boeing 737	1002
PH-SDM DHC-8	1024	N7BRP Challenger	1028
G-GNTD SAAB 340	1131	G-GNTJ SAAB 340	1200
G-OBMZ Boeing 737 500	1238	G-MAJG Jetstream 41	1357
G-BYAW Boeing 757	1409	G-UKFF Fokker 100	1428
G-JEAI Friendship	1511	PH-SDM DHC-8	1518
G-OBMZ Boeing 737 500	1528	EC-GNU Boeing 737 300	1612
G-MAJK Jetstream 41	1706	G-MAJG Jetstream 41	1709
EI-FKA Fokker 50	1732	G-GNTH SAAB 340	1745
OY-SVW Jetstream 41	1748	EI-CNY Boeing 737	1751
G-OBMX Boeing 737 500	1820	G-RMCT Short 360	1831
G-JEAI Friendship	1841	00-DJK Avro 146 RJ85	1922
G-UKFF Fokker 100	1948	G-MAJK Jetstream 41	2002
G-MAJG Jetstream 41	2031	G-GNTH SAAB 340	2045
OY-SVW Jetstream 41	2058	G-GNTJ SAAB 340	2115
G-JEAI Friendship	2126	G-BYAW Boeing 757	2148
G-OBMX Boeing 737 500	2153	G-RMCT Short 360	2312
13 Friday			
EI-FKA Fokker 50	0827	OY-SVW Jetstream 41	0925
G-MAJG Jetstream 41	0927	G-GNTH SAAB 340	0930
G-OBMX Boeing 737 500	0932	G-MAJK Jetstream 41	0938
G-RMCT Short 360	0944	G-JEAI Friendship	0947
EI-CJD Boeing 737	1000	G-UKFD Fokker 100	1009
PH-SDR DHC-8	1023	G-BMUT PA-34 Seneca	1126
G-GNTJ SAAB 340	1150	G-JEAF Friendship	1159
G-OBMX Boeing 737 500	1248	G-BYAW Boeing 757	1314
OY-SVW Jetstream 41	1327	G-MAJK Jetstream 41	1403
G-KKES TB-20 Trinidad	1445	G-JEAF Friendship	1507
PH-SDR DHC-8	1515	G-UKFF Fokker 100	1527
G-OBMX Boeing 737 500	1530	G-GNTJ SAAB 340	1550
OY-SVW Jetstream 41	1654	G-MAJK Jetstream 41	1710
G-MAJG Jetstream 41	1715	G-GNTH SAAB 340	1718
EI-FKD Fokker 50	1732	EI-CJD Boeing 737	1805
EC-FFK Boeing 757	1818	G-OBMZ Boeing 737 500	1823
G-JEAF Friendship	1827	G-RMCT Short 360	1828
VP-CKM Citation V	1832	00-DJT Avro 146 RJ85	1915
G-UKFF Fokker 100	1953	G-MAJG Jetstream 41	2008
G-GNTH SAAB 340	2016	G-MAJK Jetstream 41	2020
OY-SVW Jetstream 41	2051	G-GNTJ SAAB 340	2102
G-OBMZ Boeing 737 500	2127	G-JEAF Friendship	2130
EC-FEE Boeing 757	2258		
14 Saturday			
G-BYAW Boeing 757	0022	EI-FKB Fokker 50	0819
G-OBMZ Boeing 737 500	0944	G-UKFD Fokker 100	0953
EI-CJF Boeing 737	1014	PH-SDP DHC-8	1033
G-JEAI Friendship	1147	G-GNTH SAAB 340	1214
G-OBMZ Boeing 737 500	1244	G-BCKV Cessna FRA150L	1256

G-OLDB PA-31 Navajo	1332	G-WJAN Boeing 757	1423
G-KKES TB-20 Trinidad	1430	G-XCEL Twin Squirrel	1430
G-UKFF Fokker 100	1435	G-BLZT Short 360	1525
G-BFMH Cessna 177B	1552	OY-SVW Jetstream 41	1639
EI-FKA Fokker 50	1737	G-OBMZ Boeing 737 500	1802
G-BPYD PA-28 Archer II	1852	G-UKFE Fokker 100	1940
15 Sunday		EC-FFN Boeing 737 300	0946
G-OBMZ Boeing 737 500	0922	EI-CKS Boeing 737	1000
G-UKFD Fokker 100	0957	NB41TC Beech 60 Duke	1108 1657
OY-SVW Jetstream 41	1004	G-OBMZ Boeing 737 500	1231
N709EL Beechjet 400	1132 1155	G-UKFH Fokker 100	1434
G-TMDF Airbus 320	1431	PH-SDP DHC-8	1512
G-JEAF Friendship	1456	OY-SVW Jetstream 41	1646
G-GNTH SAAB 340	1620	G-MAJK Jetstream 41	1713
G-BTFP PA-38 Tomahawk	1649	EI-CKS Boeing 737	1756
EI-FKB Fokker 50	1723	G-JEAF Friendship	1830
G-OBMZ Boeing 737 500	1815	OO-DJY Avro 146 RJ85	1926
G-MAJE Jetstream 41	1842	G-GNTJ SAAB 340	2016
G-UKFH Fokker 100	2000	OY-SVW Jetstream 41	2050
G-MAJK Jetstream 41	2023	G-JEAF Friendship	2130
G-GNTH SAAB 340	2116	EI-CKP Boeing 737	2219
G-OBMZ Boeing 737 500	2136		
16 Monday		G-BYAP Boeing 757	0655
SE-DEY Citation I	0627	G-OBMZ Boeing 737 500	0920
EI-FKB Fokker 50	0811	G-MAJE Jetstream 41	0934
OY-SVW Jetstream 41	0928	G-JEAF Friendship	0947
G-GNTH SAAB 340	0936	EI-CNY Boeing 737	1000
G-MAJK Jetstream 41	0954	G-UKFG Fokker 100	1018
G-BLZT Short 360	1002	G-BPMV PA-28 Warrior II	1043
PH-SDR DHC-8	1034	G-GNTJ SAAB 340	1151
A6-ESH Boeing 737	1127 1532	EC-FJZ Boeing 737 300	1223
G-JEAI Friendship	1159	OY-SVW Jetstream 41	1315
G-OBMZ Boeing 737 500	1226	G-MAJK Jetstream 41	1357
G-EMAZ PA-28 Archer II	1325	G-JEAI Friendship	1457
G-UKFH Fokker 100	1410	PH-SDR DHC-8	1522
G-OBMZ Boeing 737 500	1515	G-DCEA PA-34 Seneca	1641
G-GNTJ SAAB 340	1540	G-MAJK Jetstream 41	1703
OY-SVW Jetstream 41	1643	G-GNTH SAAB 340	1718
G-MAJE Jetstream 41	1705	G-BYAP Boeing 757	1757
EI-FKC Fokker 50	1724	G-OBMZ Boeing 737 500	1815
EI-CJH Boeing 737	1800	G-BLZT Short 360	1840
G-JEAI Friendship	1819	G-UKFH Fokker 100	1946
OO-DJK Avro 146 RJ85	1914	G-GNTH SAAB 340	2026
G-MAJE Jetstream 41	2004	OY-SVW Jetstream 41	2053
G-MAJK Jetstream 41	2032	G-OBMZ Boeing 737 500	2121
G-GNTJ SAAB 340	2058		
G-JEAI Friendship	2131		
17 Tuesday		EI-FKA Fokker 50	0808
G-BLZT Short 360	0636	SE-DEY Citation I	0912
G-DCEA PA-34 Seneca	0828	G-OBMZ Boeing 737 500	0922
G-MAJE Jetstream 41	0917	D-IAAC Cessna 441	0935 1614
OY-SVW Jetstream 41	0929	G-BLZT Short 360	0946
G-MAJK Jetstream 41	0945	G-GNTH SAAB 340	0950
G-DARR PA-23 Aztec	0947	EI-COB Boeing 737	0956
G-JEAI Friendship	0951	G-OLDZ King Air 200	1001
9H-ABF Boeing 737	0959	G-UKFG Fokker 100	1007
G-REBK King Air 200	1001	G-GNTJ SAAB 340	1111
PH-SDT DHC-8	1026	G-OBMZ Boeing 737 500	1225
G-BOHT PA-38 Tomahawk	1140	EC-FEE Boeing 757	1339
OY-SVW Jetstream 41	1301		

G-MAJK Jetstream 41	1359		G-UKFH Fokker 100	1428
G-JEAH Friendship	1501		G-OBMZ Boeing 737 500	1517
PH-SDU DHC-8	1549		OY-SVW Jetstream 41	1642
G-MAJK Jetstream 41	1659		G-MAJE Jetstream 41	1711
G-GNTH SAAB 340	1723		PH-DMO Fokker 50	1726
EI-CJH Boeing 737	1817		G-OBMZ Boeing 737 500	1821
G-JEAH Friendship	1824		G-BLZT Short 360	1839
OO-DJS Avro 146 RJ85	1925		G-UKFH Fokker 100	1945
G-MAJE Jetstream 41	2002		G-GNTH SAAB 340	2022
G-MAJK Jetstream 41	2031		OY-SVW Jetstream 41	2057
G-GNTJ SAAB 340	2101		G-OBMZ Boeing 737 500	2125
G-JEAH Friendship	2130		G-BYAP Boeing 757	2159
18 Wednesday				
G-BLZT Short 360	0637		EI-FKB Fokker 50	0809
N560WE Citation V	0821		G-ILTS Cherokee Six	0912
G-MAJE Jetstream 41	0920		G-DEJA Citation I	0923
G-OBMZ Boeing 737 500	0926		OY-SVW Jetstream 41	0929
G-BFMH Cessna 177B	0934		G-GNTH SAAB 340	0936
G-JEAF Friendship	0940		G-MAJK Jetstream 41	0944
G-BLZT Short 360	0945		EI-CJF Boeing 737	1004
G-UKFD Fokker 100	1011		PH-SDU DHC-8	1029
OO-DJG BAe 146	DIV 1032	1128	SE-DAS DC9 41	DIV 1035 1216
G-BGDJ Boeing 737	DIV 1046		LN-RMP DC9 87	DIV 1053 1535
G-BKYN Boeing 737	DIV 1057		G-BUJH Boeing 737-4	DIV 1118
EI-COB Boeing 737	DIV 1123		EC-EXG DC9 87	DIV 1137
G-GNTJ SAAB 340	1140		EI-FKB Fokker 50	DIV 1143
G-HOPE F33A Bonanza	1149		EI-CJC Boeing 737	DIV 1204
G-BKYP Boeing 737	DIV 1228		G-OBMZ Boeing 737 500	1234
F-GLGM Airbus 320	DIV 1238		G-CPEP Boeing 757	DIV 1242
OY-SVW Jetstream 41	1317		N133H Agusta A109C	1317
G-UKFH Fokker 100	1422		G-MAJK Jetstream 41	1441
G-DEJA Citation I	1458		G-JEAI Friendship	1500
G-OBMZ Boeing 737 500	1520		PH-SDU DHC-8	1528
OY-SVW Jetstream 41	1654		G-MAJE Jetstream 41	1701
G-GNTH SAAB 340	1716		PH-DMO Fokker 50	1729
G-MAJC Jetstream 41	1742		G-BYAP Boeing 757	1745
EI-CJF Boeing 737	1759		G-BBDP Robin DR400/160	1805
G-JEAI Friendship	1824		G-BLZT Short 360	1826
G-OBMZ Boeing 737 500	1847		OO-DJZ Avro 146 RJ85	1921
G-UKFH Fokker 100	1956		G-MAJE Jetstream 41	2002
G-BXLY PA-28 Warrior	2009		G-GNTH SAAB 340	2011
G-MAJC Jetstream 41	2034		OY-SVW Jetstream 41	2059
G-GNTJ SAAB 340	2112		G-JEAI Friendship	2125
G-OBMZ Boeing 737 500	2150			
19 Thursday				
G-OBMZ Boeing 737 500	0137		G-BLZT Short 360	0625
EI-FKE Fokker 50	0813		G-OBMZ Boeing 737 500	0926
OY-SVW Jetstream 41	0930		VP-CFG Citation I	0933
G-MAJE Jetstream 41	0937		G-GNTH SAAB 340	0940
G-MAJC Jetstream 41	0943		G-JEAH Friendship	0944
G-BLZT Short 360	0948		EI-CJD Boeing 737	1001
G-UKFD Fokker 100	1023		PH-SDM DHC-8	1036
G-PZAZ PA-31 Navajo	1032		G-BOXK T67M Firefly	1045
G-OBMZ Boeing 737 500	1225		EC-FKJ Boeing 737 300	1302
PH-AST PA-31 Navajo	1316		OY-SVW Jetstream 41	1322
G-AYEF PA-28 Cherokee E	1334		G-BYAP Boeing 757	1346
G-MAJC Jetstream 41	1357		G-UKFF Fokker 100	1432
G-JEAF Friendship	1503		G-BEHV Cessna F172N	1514
G-OBMZ Boeing 737 500	1520		PH-DSM DHC-8	1524
N12NM Citation I	1631 1658		G-MAJC Jetstream 41	1702

G-MAJE	Jetstream 41	1707	DY-SVW	Jetstream 41	1713
G-GNTH	SAAB 340	1719	PH-DMO	Fokker 50	1728
EI-CJD	Boeing 737	1757	G-JEAF	Friendship	1823
G-OBMZ	Boeing 737 500	1824	G-BLZT	Short 360	1836
00-DJL	Avro 146 RJ85	1915	G-BGPJ	PA-28 Warrior II	1921
G-IFTC	HS 125 F3B/RA	1959	G-MAJE	Jetstream 41	2005
G-UKFF	Fokker 100	2007	G-GNTH	SAAB 340	2023
G-MAJC	Jetstream 41	2029	DY-SVW	Jetstream 41	2103
G-OBMZ	Boeing 737 500	2123	G-JEAF	Friendship	2126
G-GNTJ	SAAB 340	2130	G-BYAR	Boeing 757	2242
20 Friday					
G-BLZT	Short 360	0640	EI-FKF	Fokker 50	0811
F-GGLA	King Air 200	0829	G-BEHV	Cessna F172N	0842
G-MAJE	Jetstream 41	0913	G-OBMZ	Boeing 737 500	0928
G-GNTH	SAAB 340	0930	G-VVIZ	Cessna 421C	0933
G-MAJC	Jetstream 41	0942	G-JEAI	Friendship	0944
G-BLZT	Short 360	0946	D-EDKP	V35 Bonanza	0951 1605
G-GOTC	GA7 Cougar	0955	EI-CKR	Boeing 737	1003
G-UKFD	Fokker 100	1018	PH-SDP	DHC-8	1050
G-GNTJ	SAAB 340	1148	G-JEAF	Friendship	1203
G-OBMZ	Boeing 737 500	1226	G-OBLC	B76 Duchess	1246
N7148R	B55 Baron	1248 1703	G-BYAR	Boeing 757	1258
G-BUEA	ATR-42	1322	G-MAJC	Jetstream 41	1406
G-ARHN	PA-22 Caribbean	1424	G-UKFF	Fokker 100	1434
00-DJL	Avro 146 RJ85	1503	G-JEAF	Friendship	1504
G-OBMZ	Boeing 737 500	1524	G-GNTJ	SAAB 340	1550
G-KKES	TB-20 Trinidad	1624	SX-ECH	Falcon 900B	1627 1420(22)
G-MAJC	Jetstream 41	1707	G-MAJE	Jetstream 41	1711
G-GNTH	SAAB 340	1726	SE-DPZ	BAe 125 700A	1729 1350(22)
EI-FKB	Fokker 50	1734	EI-CKR	Boeing 737	1805
OE-GBA	Citation II	1809 0918(22)	MM62013	DC9 32	1813 1906
G-OBMZ	Boeing 737 500	1817	G-JEAF	Friendship	1825
EC-FEE	Boeing 757	1829	CM-01	Falcon 20E	1833 1854
G-BLZT	Short 360	1837	DY-LIN	Falcon 50	1840 1605(22)
12+02	Challenger	1842 1926	D-IAWA	Citation II	1844 2001
DY-CEV	Citation I	1846 2316	00-DJV	Avro 146 RJ85	1923
G-UKFF	Fokker 100	1957	G-MAJE	Jetstream 41	2012
G-GNTH	SAAB 340	2024	G-MAJC	Jetstream 41	2026
T.16-1	Falcon 50	2052 1923(21)	DY-SVW	Jetstream 41	2059
G-GNTJ	SAAB 340	2115	G-OBMZ	Boeing 737 500	2130
G-JEAF	Friendship	2134	PH-FVB	Bandeirante	2241 1253(22)
21 Saturday					
EC-FFK	Boeing 757	0019	G-BYAR	Boeing 757	0024
EC-GGV	DSC9 83	0800 0902	F-GGCP	Falcon 50	0805 2045
EI-FKD	Fokker 50	0811	G-OBMZ	Boeing 737 500	0930
G-UKFD	Fokker 100	0954	EI-CNV	Boeing 737	1000
PH-SDR	DHC-8	1026	G-GNTJ	SAAB 340	1153
G-JEAI	Friendship	1158	G-BLZT	Short 360	1202
G-ATMW	PA-28 Cherokee	1248	G-OBMZ	Boeing 737 500	1344
G-JALC	Boeing 757	1424	G-UKFF	Fokker 100	1427
G-ARYR	PA-28 Cherokee B	1440	DY-SVW	Jetstream 41	1626
PH-DMO	Fokker 50	1725	G-OBMZ	Boeing 737 500	1821
12+03	Challenger	1846 1958	G-UKFF	Fokker 100	1951
22 Sunday					
DY-SVW	Jetstream 41	0929	G-OBMZ	Boeing 737 500	0935
EC-FHR	Boeing 737 300	0946	G-UKFD	Fokker 100	0955
EI-CKR	Boeing 737	0959	G-EMMS	PA-38 Tomahawk	1101
MM62012	DC9 32	1136	G-OBMZ	Boeing 737 500	1246
CM-02	Falcon 20E	1329 1529	G-BJYD	Cessna F152	1335
G-MAJK	Jetstream 41	1340	G-UKFF	Fokker 100	1416

XZ335	Gazelle AH.1	1424
OO-DWC	Avro 146 RJ100	1501
G-GNTH	SAAB 340	1620
EI-FKB	Fokker 50	1729
G-MAJC	Jetstream 41	1821
G-JEAF	Friendship	1829
OO-DJK	Avro 146 RJ85	1924
G-GNTJ	SAAB 340	2023
G-GNTH	SAAB 340	2104
G-JEAF	Friendship	2129
EI-CJE	Boeing 737	2214

23 Monday

G-BDPB	Boeing 767	0626
EI-FKD	Fokker 50	0814
OY-SVW	Jetstream 41	0923
G-GNTH	SAAB 340	0939
EI-CNY	Boeing 737	0957
G-UKFR	Fokker 100	1002
G-VVIP	Cessna 421C	1011
G-JEAF	Friendship	1032
G-BFMG	PA-28 Warrior II	1039
G-JEAI	Friendship	1159
G-BVKC	Boeing 737 500	1239
OY-SVW	Jetstream 41	1316
G-MAJK	Jetstream 41	1355
G-JETA	Citation II	1427
G-JEAI	Friendship	1501
G-BVKC	Boeing 737 500	1547
G-DEXY	King Air E90	1651
OY-SVW	Jetstream 41	1706
G-GNTH	SAAB 340	1728
EI-CNY	Boeing 737	1756
G-BYAW	Boeing 757	1824
G-BPFC	Mooney M.20C	1835
OO-DJX	Avro 146 RJ85	1941
G-MAJC	Jetstream 41	2001
G-GNTH	SAAB 340	2030
G-GNTI	SAAB 340	2117
G-BIWP	Mooney M.20J	2123

24 Tuesday

EI-FKA	Fokker 50	0819
OY-SVW	Jetstream 41	0931
G-MAJC	Jetstream 41	0938
G-BLZT	Short 360	0949
EI-CKB	Boeing 737	0958
9H-ADK	Boeing 737 300	1011
G-JETX	JetRanger	1032 1529
G-GNTH	SAAB 340	1120
G-OBMZ	Boeing 737 500	1246
G-MAJC	Jetstream 41	1356
G-JEAF	Friendship	1510
G-OBMZ	Boeing 737 500	1521
G-MAJK	Jetstream 41	1717
G-GNTI	SAAB 340	1726
EI-CKB	Boeing 737	1749
G-OBMZ	Boeing 737 500	1816
G-BLZT	Short 360	1823
G-UKFN	Fokker 100	1951
G-GNTI	SAAB 340	2021
G-GNTH	SAAB 340	2102

G-TMDP	Airbus 320	1427
G-JEAF	Friendship	1508
OY-SVW	Jetstream 41	1701
EI-CKB	Boeing 737	1803
G-BVKB	Boeing 737 500	1826
ZGB48	Islander AL.1	1904
G-UKFF	Fokker 100	2019
OY-SVW	Jetstream 41	2058
G-MAJC	Jetstream 41	2109
G-BVKB	Boeing 737 500	2206

G-BYAW	Boeing 757	0632
G-MAJC	Jetstream 41	0903
G-BVKC	Boeing 737 500	0929
G-MAJK	Jetstream 41	0942
G-BLZT	Short 360	1000
VP-CPR	Cessna 421C	1009
D-BOBU	DHC-B	1024
G-WAGI	Robinson R22B	1038
G-GNTJ	SAAB 340	1150
EC-GGD	Boeing 737 300	1227
G-DCRP	LongRanger	1312
G-BTGN	Cessna 310R	1328
G-UKFF	Fokker 100	1413
G-BLZT	Short 360	1445
D-BOBU	DHC-B	1524
G-GNTI	SAAB 340	1623
G-MAJC	Jetstream 41	1703
G-MAJK	Jetstream 41	1714
PH-DMD	Fokker 50	1730
G-BLZT	Short 360	1819
G-JEAI	Friendship	1828
G-BVKC	Boeing 737 500	1838
G-UKFF	Fokker 100	1945
G-MAJK	Jetstream 41	2028
OY-SVW	Jetstream 41	2059
G-JEAI	Friendship	2120
G-BVKC	Boeing 737 500	2130

G-MAJK	Jetstream 41	0928
G-GNTI	SAAB 340	0933
G-OBMZ	Boeing 737 500	0945
G-JEAI	Friendship	0952
G-UKFR	Fokker 100	1008
PH-SDP	DHC-B	1031
VP-CDM	Citation I	1042
EC-FFE	Boeing 757	1142
OY-SVW	Jetstream 41	1313
G-UKFN	Fokker 100	1440
PH-SDP	DHC-B	1516
G-MAJC	Jetstream 41	1710
G-BUEA	ATR-42	1719
EI-FKD	Fokker 50	1729
G-BPHL	PA-28 Warrior II	1812
G-JEAF	Friendship	1821
OO-DJS	Avro 146 RJ85	1934
G-MAJK	Jetstream 41	2016
G-MAJC	Jetstream 41	2032
G-BUEB	ATR-42	2108

G-JEAF Friendship	2122	G-OBMZ Boeing 737 500	2128
OY-SVS Jetstream 41	2204	G-BYAW Boeing 757	2257
25 Wednesday			
EI-FKB Fokker 50	0818	G-OBMZ Boeing 737 500	0923
G-MAJC Jetstream 41	0925	OY-SVS Jetstream 41	0927
G-GNTI SAAB 340	0936	G-MAJK Jetstream 41	0941
G-JEAF Friendship	0943	G-BLZT Short 360	0952
G-UKFE Fokker 100	0959	EI-CKS Boeing 737	1011
D-BOBU DHC-8	1025	G-GNTH SAAB 340	1138
G-JEAI Friendship	1154	N220SC PA-31T Cheyenne	1157
G-OBMZ Boeing 737 500	1227	PH-BYA B58 Baron	1250
OY-SVS Jetstream 41	1311	G-MAJK Jetstream 41	1402
G-UKFN Fokker 100	1427	G-JEAI Friendship	1504
D-BOBU DHC-8	1515	G-OBMZ Boeing 737 500	1521
G-BRPU B76 Duchess	1536	OY-SVS Jetstream 41	1649
G-MAJK Jetstream 41	1708	G-MAJC Jetstream 41	1709
G-GNTI SAAB 340	1715	EI-FKC Fokker 50	1720
G-BYAW Boeing 757	1733	EI-CKS Boeing 737	1752
G-OBMZ Boeing 737 500	1825	G-BLZT Short 360	1833
G-JEAI Friendship	1838	OD-DJR Avro 146 RJ85	1921
G-UKFN Fokker 100	1951	G-MAJC Jetstream 41	2009
G-GNTI SAAB 340	2024	G-MAJK Jetstream 41	2031
OY-SVS Jetstream 41	2042	G-GNTH SAAB 340	2112
G-JEAI Friendship	2130	G-OBMZ Boeing 737 500	2133
26 Thursday			
EI-FKC Fokker 50	0811	G-MAJC Jetstream 41	0930
G-OBMZ Boeing 737 500	0932	VP-CSC Citation I	0936
G-GNTH SAAB 340	0939	G-JEAI Friendship	0941
G-MAJK Jetstream 41	0945	OY-SVS Jetstream 41	0947
G-BLZT Short 360	0957	G-UKFE Fokker 100	1001
EI-COX Boeing 737	1013	PH-SDR DHC-8	1029
G-GNTI SAAB 340	1123	G-MAJE Jetstream 41	1221
G-MAJJ Jetstream 41	1305	EC-GGD Boeing 737 300	1312
G-OBMZ Boeing 737 500	1315	OY-SVS Jetstream 41	1324
G-MAJE Jetstream 41	1432	G-UKFN Fokker 100	1439
G-BLZT Short 360	1444	G-JEAF Friendship	1510
PH-SDR DHC-8	1514	G-MAJC Jetstream 41	1537
G-OBMZ Boeing 737 500	1603	G-BYAW Boeing 757	1624
OY-SVS Jetstream 41	1651	G-MAJE Jetstream 41	1713
G-GNTH SAAB 340	1723	PH-DMD Fokker 50	1730
G-MAJJ Jetstream 41	1738	G-BVJB Fokker 100	1815
G-BLZT Short 360	1829	G-JEAF Friendship	1835
EI-CNY Boeing 737	1849	OD-DJS Avro 146 RJ85	1921
G-UKFN Fokker 100	2016	G-MAJJ Jetstream 41	2022
G-GNTH SAAB 340	2029	G-MAJE Jetstream 41	2031
OY-SVS Jetstream 41	2054	G-GNTI SAAB 340	2123
G-OBMZ Boeing 737 500	2129	G-JEAF Friendship	2133
27 Friday			
G-BYAW Boeing 757	0003	G-BLZT Short 360	0649
PH-DMD Fokker 50	0814	G-MAJE Jetstream 41	0919
G-OBMZ Boeing 737 500	0925	OY-SVS Jetstream 41	0929
G-GNTI SAAB 340	0935	G-JEAF Friendship	0939
G-BLZT Short 360	0953	EI-CKS Boeing 737	0958
G-MAJM Jetstream 41	1008	D-BOBU DHC-8	1039
G-UKFE Fokker 100	1118	G-JEAG Friendship	1152
G-GNTH SAAB 340	1156	G-OBMZ Boeing 737 500	1231
G-BRPU B76 Duchess	1318	OY-SVS Jetstream 41	1321
G-YAWW Turbo Arrow IV	1322	N4647J PA-28R Arrow	1325 1407
G-MAJM Jetstream 41	1400	G-BYAW Boeing 757	1414
G-JEAG Friendship	1501	G-UKFN Fokker 100	1513

D-BOBU DHC-8	1520	G-OBMZ Boeing 737 500	1523
G-GNTH SAAB 340	1544	OY-SVS Jetstream 41	1658
G-MAJM Jetstream 41	1701	G-MAJE Jetstream 41	1718
EC-FEE Boeing 757	1722	G-GNTI SAAB 340	1724
EI-FKD Fokker 50	1726	EI-CKS Boeing 737	1757
G-BLZT Short 360	1826	G-JEAG Friendship	1829
OO-DJP Avro 146 RJ85	1918	G-OBMZ Boeing 737 500	1925
G-UKFN Fokker 100	1948	G-MAJE Jetstream 41	1958
G-GNTI SAAB 340	2025	G-MAJM Jetstream 41	2030
G-GNTH SAAB 340	2054	OY-SVS Jetstream 41	2110
G-JEAG Friendship	2136	G-OBMZ Boeing 737 500	2214
EC-FEF Boeing 757	2326		
28 Saturday			
G-BYAN Boeing 757	0121	EI-FKB Fokker 50	0808
PH-FVB Bandeirante	0818	G-OBMZ Boeing 737 500	0918
G-BTWD T61F Venture	0959	G-UKFE Fokker 100	1002
EI-CNV Boeing 737	1005	PH-SDU DHC-8	1017
G-BCED AAS Traveler	1052	G-JEAF Friendship	1156
G-RUNG SAAB 340	1224	G-OBMZ Boeing 737 500	1252
N70VB Aerostar 600A	1359	G-UKFN Fokker 100	1404
EC-FXD Boeing 737 400	1416	G-GNTA SAAB 340	1516
G-AZLY Cessna F150L	1520	OY-SVS Jetstream 41	1625
G-PIDS Boeing 757	1636	PH-DMD Fokker 50	1726
G-BMDK PA-34 Seneca	1728	G-OBMZ Boeing 737 500	1821
G-UKFN Fokker 100	1943	G-BLZT Short 360	2044
29 Sunday			
EI-FKC Fokker 50	0845	G-BVTE Fokker 70	0923
EC-GGZ Boeing 737 300	0955	G-UKFN Fokker 100	0956
N501D Citation I	1002	EI-CJD Boeing 737	1005
G-BRJV PA-28 Cadet	1235	G-OBMY Boeing 737 500	1253
G-BPFC Mooney M.20C	1351	G-ORJB Citation I	1412
G-UKFN Fokker 100	1413	G-TMDP Airbus 320	1437
G-JEAF Friendship	1505	D-BOBU DHC-8	1507
D-EDKP V35 Bonanza	1610	G-GNTA SAAB 340	1637
G-MAJM Jetstream 41	1713	EI-CJD Boeing 737	1753
G-JEAF Friendship	1840	OO-DJN Avro 146 RJ85	1907
EI-FKB Fokker 50	1928	G-BVZE Boeing 737 500	1933
G-UKFD Fokker 100	1955	G-MAJM Jetstream 41	2038
G-GNTI SAAB 340	2136	G-GNTA SAAB 340	2146
OO-DJZ Avro 146 RJ85	2218	G-JEAF Friendship	2224
EI-CKD Boeing 737	2228	G-BVZE Boeing 737 500	2245
30 Monday			
G-BYAN Boeing 757	0137	G-OZBC Airbus 321	0635
G-ILTS Cherokee Six	0731	EI-FKB Fokker 50	0844
G-OJEM HS 748	0859	G-JEAI Friendship	0901
G-BVZE Boeing 737 500	0920	G-MAJM Jetstream 41	0931
G-MAJK Jetstream 41	0951	G-BLZT Short 360	0955
G-GNTA SAAB 340	0958	G-UKFD Fokker 100	1002
D-BOBU DHC-8	1013	EI-CKR Boeing 737	1018
G-MAJB Jetstream 41	1136	EC-FKJ Boeing 737 300	1203
G-GNTI SAAB 340	1207	G-BVZE Boeing 737 500	1237
G-BRPU B76 Duchess	1249	G-JEAI Friendship	1304
G-BLZT Short 360	1353	G-UKFD Fokker 100	1424
G-GNTA SAAB 340	1429	D-BOBU DHC-8	1521
G-BVZE Boeing 737 500	1533	G-BJYD Cessna F152	1542
G-JEAI Friendship	1606	G-BGNV GA7 Cougar	1625
G-MAJB Jetstream 41	1656	G-MAJM Jetstream 41	1711
G-MAJF Jetstream 41	1715	G-GNTA SAAB 340	1735
EI-CKR Boeing 737	1753	G-BYAN Boeing 757	1756
G-BVZE Boeing 737 500	1828	G-BLZT Short 360	1842

G-JEAG Friendship	1905	00-DJG Bae 146 200	1915
EI-FKA Fokker 50	1939	G-UKFD Fokker 100	1943
G-MAJF Jetstream 41	1959	G-GNTA SAAB 340	2026
G-MAJB Jetstream 41	2032	G-BAKJ Twin Comanche	2111
G-GNTI SAAB 340	2116	G-BVZE Boeing 737 500	2127
G-JEAF Friendship	2211	G-RMCT Short 360	2215
00-DJO Avro 146 RJ85	2219	G-OZBC Airbus 321	2252
31 Tuesday			
EI-FKC Fokker 50	0846	G-MAJB Jetstream 41	0917
G-CYLS Cessna T303	0920	G-BVZE Boeing 737 500	0923
G-MAJF Jetstream 41	0940	G-GNTA SAAB 340	0944
9H-ABE Boeing 737	0948	G-JEAF Friendship	0953
G-RMCT Short 360	0957	EI-CNV Boeing 737	1011
PH-SDR DHC-8	1019	G-UKFD Fokker 100	1023
EC-FEF Boeing 757	1124	G-BDPA PA-28 Warrior	1129
G-GNTI SAAB 340	1138	G-EPED PA-31 Navajo	1216
G-BVZE Boeing 737 500	1231	G-BHFH PA-34 Seneca	1259
G-UKFD Fokker 100	1400	G-MAJF Jetstream 41	1404
ZJ251 Squirrel HT.2	1421	G-BBTK Cessna FRA150L	1450
PH-GDP DHC-8	1503	G-RMCT Short 360	1507
G-JEAI Friendship	1516	G-BVZE Boeing 737 500	1532
N7008 Challenger 3R	1602	G-CYLS Cessna T303	1607
G-MAJF Jetstream 41	1703	G-GNTA SAAB 340	1730
EI-CKR Boeing 737	1748	G-BVZE Boeing 737 500	1829
G-RMCT Short 360	1834	G-JEAI Friendship	1840
G-ATJV Cherokee Six	1848	00-DJL Avro 146 RJ85	1907
PH-DMD Fokker 50	1914	G-MAJJ Jetstream 41	1931
G-MAJF Jetstream 41	1952	G-UKFD Fokker 100	1957
G-GNTA SAAB 340	2033	G-MAJB Jetstream 41	2039
G-GNTI SAAB 340	2114	G-BVZG Boeing 737 500	2131
G-JEAI Friendship	2142	G-BYAN Boeing 757	2158
00-DJR Avro 146 RJ85	2227		

From & to

01) F-GMRD/Orléans; D-COKE/Luqa-Berlin; N112JS/Geneva; 03) SE-DVY/Gothenburg; VP-CPR/Guernsey; N220SC/Coventry; 04) N190RM/Sturgate; 05) 00-SXD/F & T Antwerp; XZ335/Catterick; N666LP/Birmingham; VP-CJB/Glasgow-Biggin Hill; 07) N9469P/Biggin Hill; 08) N709EL/Gamston-Shawbury; 09) N41198/Cardiff-Augsburg; N560WE/Luton; ZG993/Middle Wallop; 10) 00-MLF/Antwerp; 11) PH-HUB/F & T Weert; N12NM/F & T Gamston; N9469P/Bournemouth; 12) N78RP/Stanstead; 13) VP-CKM/Birmingham; 15) N841TC/Wevelgem; N709EL/Chambery; 16) SE-DEY/Malmö; A6-ESH/Teesside-Gatwick; 17) SE-DEY/Gothenburg; D-IAAC/Luxembourg; 18) N560WE/Jersey; N133H/Halifax; 19) VP-CFG/Oxford; PH-AST/Hannover; N12NM/Faro; 20) F-GGLA/Grenoble; D-EDKP/Osnabrück-Münster; N7148R/Kristiansand; SX-ECH/F & T Athens; SE-DPZ/F & T Stockholm (Bromma); OE-GBA/F & T Vienna; 62013/Rome(Ciampino)-Rome(Fiumicino); CM-01/F & T Melsbroek; OY-LIN/F & T Rotterdam; 12+02/Oberpfaffenhofen; D-IAWA/Luxembourg; OY-CEV/Copenhagen; T-16-1/Torrejon; PH-FVB/Groningen; 21) F-GGCP/Le Bourget; 12+03/Cologne(Bonn)-Stuttgart; 22) 62012/Rome(Ciampino); CM-02/F & T Melsbroek; XZ335/Shawbury-York; ZG848/Lyneham; 23) VP-CPR/Guernsey; 24) VP-CDM/Hawarden; 25) N220SC/Farnborough; PH-BYA/Prestwick; 26) VP-CBC/Humberside; 27) N4647J/Barton; 28) PH-FVB/Groningen; N70VB/Compton Abbas; 29) N501D/F & T Guernsey; D-EDKP/Groningen; 31) ZJ251/Marham; N7008/Munich;

Overshoots

03) ZD574/ZWF10: 04) XX493/CWL70;XX709/UAX95: 05) XV215/Ascot759;XX497/CWL79;
XX496/CWL71: 06) FYDTE/FrenchNavy55C4: 08) XX543/UAX90: 11) XX493/CWL73:
13) G-DCEA: 16) XX492/CWL66: 17) XX482/CWL67: 20) G-BNDH: 21) XX709/UAX92:
23) XX482/CWL65: 24) XX496/CWL67: 25) XX491/CWL65: 27) XX496/CWL64: 28) G-BNDE:
31) XZ596/SRG129;ZF292/LDF11:

LBA Movements review, March 1998

A record breaking March started fairly quietly, on the 1st we had the Beech Baron F-GMRD from Orleans followed by Lear Jet 35 D-COKE on an ambulance flight from Luqa in Malta and the Luton based Citation II N112JS. From Gothenburg on the 3rd was the new Citation VII SE-DVY as "Interair 505" along with two regulars Cessna 421C VP-CPR and Cheyenne N220SC. Another regular on the 4th was the King Air E90 N190RM based at Norwich. From and to Antwerp on the 5th was the ex Sabena Xingu OO-SXD and the same day saw PA-46 Malibu N666LP calling in from Birmingham plus the Citation I VP-CJB going from Glasgow to Biggin. The Guernsey based Comanche N9469P visited on the 7th and again on the 11th.

Beechjet 400 N709EL was from Gamston to Shawbury on the 8th. On the 9th Citation V N560WE made the first of two visits this month, it was back again on the 18th, whilst new to us was the PA-42 Cheyenne 400LS N41198 which was from Cardiff and to Augsburg. Also new to us was the PA-34 Seneca OO-MLF which came from Antwerp on the 10th. Brand new on the 11th was the TBM 700 PH-HUB which was registered a month earlier on February 3rd and was from and to Weert, noted the same day from and to Gamston was Citation I N12NM. Canadair CL601-3A Challenger N78RP was from Stanstead when it visited on the 12th and Gamston based Citation V Ultra VP-CKM was from Birmingham on the 13th.

A fairly rare type on the 15th was the Beech 60 Duke N841TC from Wevelgem which was registered in June last year ex OY-TTC, keeping it company was the EMA based Beechjet 400 N709EL back again. Citation I SE-DEY arrived from Malmo on the 16th as "Interair 202" but was completely outclassed by the Boeing 737 A6-ESH of the Ruler of Sharjah which was from Teesside to Gatwick as "Sharjah 01". Citation I SE-DEY returned on the 17th still as "Interair 202" but this time it arrived from Gothenburg, joining it was the Cessna 441 D-IAAC of Harald Kaempf from Luxembourg using the callsign "Sunjet 122-123".

On the 18th Manchester was closed for a while by a disabled HS 748 on the runway and between 1030 and 1242 we took 13 diversions, these were as follows; OO-DJG BAe 146 200 "Sabena615"; SE-DAS DC(-41 "Scandinavian1533"; G-BGDJ Boeing 737 "Speedbird33AM"; LN-RMP DC9-87 "Scandinavian1541"; G-BKYN Boeing 737 "Speedbird 1603"; G-BUJH Boeing 737 400 "Speedbird75DL"; EI-COB Boeing 737 "Ryanair552"; EC-EXG DC9-87 "Iberia3912"; EI-FKB Fokker 50 "Shamrock204"; EI-CJC Boeing 737 "Ryanair5566"; G-BKYP Boeing 737 "Speedbird2906"; F-GLGM Airbus 320 "Air Charter 370" and G-CPEP Boeing 757 "Speedbird1392". We also had a first visit that day of the Agusta A109 N133H which came from Halifax.

Two Citations on the 19th were the Oxford based VP-CFG and, from Faro, the Gamston based N12NM which were joined by Navajo PH-AST inbound from Hannover as callsign "Rijnmond 017". The 20th turned out to be another big day with lots of arrivals for the European Conference of Finance Ministers being held in York. Amongst the civil aircraft noted were Falcon 900 SX-ECH as "Olympic658", the HS 125 SE-DPZ as "Scanjet751", Citation II DE-GBA as "Bannair120", Citation II D-IAWA as "Redline one" and Citation I OY-CEV as "Falkair20A". Non-ECOFIN traffic that day included the V35 Bonanza D-EDKP from Osnabruck to Munster, Baron N7148R from Christiansand in Norway, King Air 200 F-GGLA as "Sinair 021" and the Bandeirante PH-FVB coming

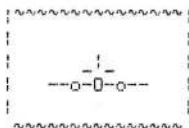
in to Multiflight as "Fairline 702" for maintenance. Another arrival for ECOFIN on the 21st was Falcon 50 F-GGCP as "Air service 617".

From then on the month was fairly quiet, on the 23rd Cessna 421C VP-CPR came in from Guernsey and on the 24th Citation I VP-CDM came from its base at Hawarden. The 25th saw Baron PH-BYA of KLM's training fleet calling in as "KLM 9902" from Prestwick and Cheyenne N220SC making its second visit of the month. The Citation VP-CSC of Stadium City called in on the 26th as "STC 01" and the Cherokee Arrow N4647J visited from its base at Barton on the 27th. Fairlines Bandeirante PH-FVB was back to visit Multiflight on the 28th as "Fairline705" and the Aerostar 600A N70VB night stopped from the 28th to the 31st. Guernsey based Citation I N501D called in on the 29th and was booked in on VP-CPR's account so it must have been operating for Chris Rycroft. The same day saw the return of the Bonanza D-EDKP but this time it came from Groningen in Holland. Finally on the 31st Challenger N700B arrived from Munich.

The military visitors have been supplemented by a number of foreign air forces this month. On the UK side we had Gazelle AH.1 XZ335 as "Army 373" on the 5th as well as being "Army 331" on the 22nd. Islander ZG993 was "Army 120" from Middle Wallop on the 9th and Islander ZG848 was "Army 370" from Lyneham on the 22nd. An Army first for us was the Squirrel HT.2 ZJ251 as "Army 245" on the 31st coming from Marham. The ECOFIN conference in York brought in a number of visitors over the weekend commencing the 20th. On the 20th Italian Air Force DC9 MM62013 used the callsign "India 2013", Belgian A/F Falcon 20 CM-01 was "Belgian A/F 604", the German A/F Challenger 12+02 used "German A/F 647" and the Spanish A/F Falcon 50 T-16-1 was calling "AME 4567". On the 21st German A/F Challenger 12+03 used the callsign "German A/F 727". Ending the weekend on the 22nd we had the Italian A/F DC9 MM62012 as "India 2012" and the Belgian A/F Falcon 20 CM-02 as "Belgian A/F 605".

A number of first visits among the airlines this month, Britannia's newest Boeing 757 G-BXOL was noted on the 1st. Gill Air's new Short 360 G-KBAC arrived on the 5th as "Gill 628P". The Ryanair Boeing 737 EI-COB first visited on the 17th. The new Avro 146 RJ100 OO-DWC of Sabena did the afternoon flight on the 22nd due to the large number of passengers created by the ECOFIN weekend. From the 23rd the DHC-8 D-808U was in use on a large number of Sabena flights. Sunair were having some trouble with the Jetstream 41 OY-SVW towards the end of the month so on the 24th it was replaced by OY-SVS on the last of the Gatwick flights to the end of the month when City Flyer stopped the service. Air Malta used their new Boeing 737 300 9H-ADK on the 24th for the first time. Aer Lingus have continued to use the Fokker 50 PH-DMO frequently during the month.

The King Air TC-CSA which arrived last month departed as N80BSW on the 5th going to America but only made it as far as Glasgow, it diverted back to Manchester for repairs. Departing as OY-LKH on the 23rd was a King Air 200 believed to be the former G-KMCD which had been in Multiflight. A new resident arriving on the 10th was the Cessna 172R G-RSWD which now lives in the YLA hangar. Another departure has been the P6B Victor G-JACT which has been sold in Sweden.





Military Matters

Eric Martin.



RAF MEMOIRS II

SQUADRON LEADER JOHN G WALKER DFC RAFVR 1940-46 CATALINA & SUNDERLAND PILOT

Before the War, I held a commission in the Territorial Army and was mobilised seven days before the outbreak of the War. After Dunkirk, the emphasis was placed on re-equipping the Regular Army and my Royal Artillery Battery was rendered inactive and we were kept hanging about. I was keen to 'get into the action', so volunteered to be transferred to the RAF, where I was accepted for pilot training. In due course, I was posted to the Initial Training Wing (ITW) at Clare College, Cambridge, a return to Cambridge for me, as I was an undergraduate at Queen's College, 1930-33. My course at ITW was almost exclusively ex-Army officers, so we were handled a little more gently than the average air crew cadet course. Elementary Flying Training School (EFTS) followed at 19 EFTS, based at Sealand, Cheshire. I was at Sealand for some eight weeks, flying about fifty hours in Tiger Moths. Although I was somewhat late to solo, after fourteen hours dual, I caught up on my slow start and was assessed as 'above average' at the conclusion of the course. I was earmarked for multi-engine flying, principally, I feel, on the basis of age, as I was several years older than the majority of trainee-pilots. I was next posted to 14 Service Flying Training School (SFTS) at Cranfield, flying Oxfords, before which I was commissioned in the RAFVR as a Pilot Officer. After ten weeks at SFTS I opted for flying boats, but before being allowed near a flying boat I had to complete a General Reconnaissance Course, flying in Blackburn Bothas at RAF Squires Gate (now Blackpool Airport). Having survived Bothas - they were a terrible aircraft - 4 (Coastal) Operational Training Unit (OTU) at Invergordon was my next posting, where I spent about two months learning to fly Catalinas. My first operational unit was 210 Squadron, which was equipped with Catalinas, based at Oban. The stay at Oban was short-lived however, as, after two weeks, the Squadron was posted to Sullum Voe - now the site of the North Sea Oil Terminal. I was Second Pilot in a crew of nine: two pilots, navigator, two flight engineers, a Rigger/Air Gunner and three Wireless Operator/Air Gunners (WOp/AGs). Our operational task was to patrol off Trondheim, to try and prevent the Tirpitz escaping into the Atlantic. The Squadron always had to have two aircraft at 'readiness', which is a complex process in the case of a flying boat. Some variety presented itself in the detachment of a section of the Squadron to Northern Russia, where we were based on a lake near Archangel (Lake Lachta). This base was, in fact, too far from convoy routes.

After one sortie over North Cape, our aircraft developed electrical problems and we had to return to Sullum Voe, missing the Tirpitz by less than twenty-four hours. The convoy was PQ17, the most disastrous of all the Russian convoys. In October 1942, I changed my status from Second Pilot to Captain and my first sortie as Captain was over Jan Mayen Island on anti-submarine patrol, escorting a convoy returning from Northern Russia. The focus of the War for the Western Allies was changing to the offensive, commencing with the invasion of North Africa. The Squadron was transferred to Gibraltar to reinforce the squadron stationed there to cover the landings. We were involved mainly in convoy escort work, picking the convoys up in the Atlantic and escorting them to the North African coast. My next duty was at Safi, south of Casablanca; during the landings, we passed an American Task Force under air attack, but our own patrol was uneventful. The Axis powers, having lost the war in North Africa, and due to lose further ground in Sicily and Italy, increased the volume of U-boat attacks in the Atlantic. This necessitated an increase in flying boat strength for patrols in the North Atlantic. The Squadron returned to the UK, to Pembroke Dock, where it was divided into two - one half being based in Poole, the other half (now numbered 190 Squadron) was based in the Shetlands. I was in the latter half, engaged in anti-U-boat patrols between the Faroes and Iceland, including some ice-patrols. The average was about eighteen hours, one patrol was twenty-three and a half hours - this was the nearest I ever came to a full 24-hour patrol! An operational tour in Coastal Command was measured in operational hours and a tour consisted of 700 hours. I had completed a tour by June 1943 and was posted to 131 OTU at Killadens, near Loch Ern in Northern Ireland, as an instructor. There was a shortage of flying boat pilot-instructors, so I remained in this posting until December 1944. Apart from the fact

Military News

Eric Martin.



UK 'AIR ARMS' UPDATE

RAF

Despite the (short term?) resolution of the Iraqi situation, 8 Tornado GR1s, flown by 14 Squadron crews, have been despatched to Kuwait. These supplement Saudi Arabian-based and Turkish-based Tornados.

FLEET AIR ARM

HMS Illustrious has replaced HMS Invincible in the Gulf. Royal Naval Air Station Portland will close 31.3.99, leaving only three remaining major RNAss: Culdrose, Prestwick and Yeovilton. Lynx HMA8s are continuing their introduction into service with Ship's Flights and planning proceeds for the eventual entry of the EH-101 ASW Merlin helicopter.

ARMY AIR CORPS

Delivery of the first Apache WAH-64s is not expected until 2000, so it will be some time before we can see them buzzing over North Yorkshire! The SFOR Detachment at Gornji Vakuf in Bosnia continues, with helicopters being rotated to the UK.

Please send any information for inclusion on this page to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274-873336)

Military Matters

(continued.....)



that I was not an enthusiastic instructor, I was keen to return to operational flying. My wish came about as I was made a Flight Commander, promoted to Squadron Leader, and posted to 265 Squadron at Diego Suarez, Madagascar. Despite my improved status as a Flight Commander, I was not happy with this position as I felt that the War had passed this area by. Action was on the horizon, however, as we were amalgamated into 209 Squadron, converted to Sunderland MkVs, and formed up in Mombasa, awaiting posting to the Far East. About this time, I was awarded the Distinguished Flying Cross (DFC). Our Far East posting proved to be Ceylon and we were initially based on Lake Koggala and then moved to Syriam, near Rangoon. Our main operational task was to attack the local native fishing boats which the Japanese used as supply vessels. The Sunderland, particularly the Mark V, was a superb aircraft for patrol work, with a crew of ten, a galley, a wardroom, toilets and some of the other luxuries of the 'C' Class Imperial Airways Empire flying boats from which they were descended. 209 was possibly the last operational Sunderland Squadron as the War came to an end. We were posted to Hong Kong as part of the re-occupying forces and I decided to defer my release from the RAF for six months, which would take me to April 1946. This proved to be a beneficial decision as the posting enabled me to visit Japan (including Hiroshima) and Australia. I didn't quite fly over all the Seven Seas during my RAF service as a flying boat pilot, but I managed to fly over half of them!

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

The Leeds to Gatwick service operated for the last time on Friday 27th March. No replacement airline has been found due mainly because of slot availability at Gatwick. However not all is doom and gloom. Ed Anderson stated on a Radio Leeds interview that scheduled services currently under consideration are Dusseldorf and Frankfurt. Coupled with the excellent news below from British Midland, it appears things really are taking off on the scheduled flight front.

Passenger figures for the first two months of the year are also very encouraging. Nearly 122,000 scheduled passengers used the airport in January and February, a rise of over 18% over 1997. Passengers to Amsterdam were up by a massive 77% to 19,500 whilst Brussels were increased by 31%. The airport is looking for an overall increase of 15% during 1998, which would result in an annual passenger figure of 1.4 million.

Work commenced around the stand 6 area on the 15th April. This is presumably in connection with a second airbridge. Meanwhile the main structure of the first air bridge has now been erected on the side of the terminal building work.

British Midland have confirmed from May 5th the Leeds/Bradford to Paris, Charles de Gaulle service will be upgraded to Fokker 70 equipment. They also made the announcement that from May 22nd the airline will commence a Leeds to Copenhagen service.

The introduction of the Fokker 70 on the Paris service will reduce the flying time to 1 hour 25 minutes, and will reduce the total LBA - CDG - LBA sector time by 1 hour. The frequency of the Paris service will remain twice daily and it is assumed that the Leeds - Copenhagen service will operate between these two sectors. The flying time to Copenhagen is 1 hour 45 minutes. Flight details are as follows

BD485	Leeds to Copenhagen	Depart 1145	Arrive 1445	Monday to Friday
BD487	Leeds to Copenhagen	Depart 1200	Arrive 1445	Saturday & Sunday
BD486	Copenhagen to Leeds	Depart 1530	Arrive 1620	Daily

An article in the *Yorkshire Evening Post* stated these developments are a result of extensive market research conducted by airport bosses into the locations Yorkshire travellers were flying to from airports other than Leeds/Bradford. Paris was number one and Copenhagen second. Another source states that British Midland are coming under increased competition at their Birmingham operation. Therefore they have decided to reduce services from BHX, which has realised a Fokker 70 for use at LBA.

KLM uk started using those horrible alpha numeric callsigns on March 29th. The flight numbers also changed on this date to four digit numbers e.g. UK2113. The callsigns now use the two middle digits of the flight number followed by a letter as the callsign. Leeds flights are

in the range UK2112 to UK2117, so our aircraft callsigns are UK11 followed by a letter. Inbound flights are UK11F = UK2113, UK11L = UK2115 and UK11W = UK2117.

Future Movement A Belavia Tupolev Tu-154 has confirmed a charter to operate in July with a return flight in August.

AIRPORT NEWS

Luton last month I reported the spectators car park had closed at Luton. Well at the beginning of April the old access road was closed, which now means the only access is via the new road under the taxiway tunnel.

Oslo Gardermoen will be the last new airport to be built this century. The airport located 40km from the Norwegian capital is due to open on October 8th this year. The facility will replace the capacity constrained Fornebu and will have a capacity of 18 million passengers a year.

National Express the owner of Bournemouth and East Midlands Airport has just purchased Subic Bay Airport in the Philippines and won a contract to run Stewart Airport in New York State for 99 years. Dont be surprised to see a new sign next time you visit East Midlands....Welcome to East Midlands Airport - Twinned with Subic Bay Airport, Philippines !!!!

AIRLINE NEWS

British Airways delivery dates for new kit for B.A. is as follows (colour scheme in brackets). **Boeing 737** G-XMAN 18 May (Benyhone Tartan), G-OHAJ 22nd May (Delftblue Daybreak), G-XBHX 15th June (Wings), G-OMUC 23rd June (Colum). **Boeing 747** G-CIVW 15th May (Wings), G-CIVV 22nd May Rendezvous), G-CIVX 5th September (Waves & Cranes), G-CIVY 26th September (Whale Rider). All Boeing 747 are currently been delivered via Cambridge to enable Marshalls to do some interior work. **Boeing 767** G-BZHA 22nd May (Wings), G-BZHB 31st May (wings & Cranes), G-BZHC 29th June (Delftblue Daybreak). **Boeing 777** G-VIIN 30 August (Whale Rider).

An article in The Daily Telegraph claimed that the new B.A. colour scheme is a hazard, according to Air Traffic controllers and pilots. The colour scheme means that aircraft cannot be easily identified as they used to be. For example, there have been problems when ATC informs a pilot to follow the British Airways and have received a reply of which ones the British Airways? The paper claims at an airport like Heathrow where aircraft need to be identified quickly, the varied colour schemes are making this difficult and unsafe.

British Midland commenced their Manchester to Heathrow service on Sunday 29th March, thus breaking the biggest route monopoly in Europe. The airline is now considering more routes from Manchester, to possibly start in September, routes under consideration are Paris, Nice and Dusseldorf.

The airline has taken delivery of it first Airbus, G-MIDA, an A.321. The aircraft first revenue service was BD081 from Belfast to Heathrow on April 6th.

A report suggests the airlines has just taken delivery positions on three A.330 originally ordered by Asiana. This would of course tie in with B.M.s announcement last month regarding a return to trans Atlantic services.

Business Air ceased to be on Sunday 29th March. They are intergrated fully into British Midland Commuter.

Debonair have entered an agreement to run the Paris to Brussels shuttle service on behalf of Air France, from April 6th. The carrier will also operate to domestic routes on behalf of Air France from Paris to Brest and Biarritz.

EasyJet have bought a 40% stake in swiss airline TEA Switzerland, a Swiss charter carrier. EasyJet has an option to increase its stake to 90%. EasyJet will rebrand the airline EasyJet Switzerland as a low-cost, no frills operator on the lines of the original EasyJet. Between them the two airlines will operate 21 Boeing 737-300s and 2 Boeing 737-700s with options on a further 12 Boeing 737-700s, making it one of the most modern airline fleets in the world. The co-operation will start immediately between the two airlines, with EasyJet Switzerland taking over the Luton to Geneva route from May 1st.

Jersey European is to select replacement aircraft for its turboprop fleet by mid-1998, so that the deliveries can be made in early 1999. Under evaluation is the Embraer EMB-145 and the Canadair Regional Jet. The ATR-42 and BAe ATP are also being studied.

KLM uk as mentioned under Leeds/Bradford changed their callsigns from March 29th. Marcus Mitchell has done some splendid detective work, and callsigns you may hear around our neck of the woods are as follows. UK18 = Sheffield - Amsterdam, UK10 = Humberside - Amsterdam, UK02 = Manchester - Amsterdam, UK17 = East Midlands to Amsterdam, UK44 = Manchester - London City and UK14 = Teeside - Amsterdam.

The New Pan-Am ended scheduled services on February 27th and laid off most of its workforce. The airline continues to operate on demand charters as it looks for new funding.

AIRLINER NEWS

Now that the so called new generation or NG Boeing 737 are appearing the question is of course how do I tell them from the older Series 300, 400 and 500 aircraft? Well there are several clues. First the A.P.U. exhaust has dual exhausts on the NG and only a single one on the older versions. The wingtips give another clue, the older versions are tearshaped and have the tail logo or telltale light visible. The NG has a blunt wingtip with no light visible. The tail is 2 1/2 feet taller, but you can only really appreciate this if the aircraft is parked next to an older version.

If you are stood at the end of a runway the landing lights also provide a good clue. On the older aircraft have a single light outboard of each engine, on the NG there are four landing lights one on each wing root and one under each main wheel landing gear door. The engines on the NG are longer than those on the 300, 400 and 500 series, and from the front appear rounder. The pitot tubes on the older 737 are behind the cockpit window line, while on the NG the pitot tube are forward of the cockpit windows. The series 800 should be the easiest to identify as the fuselage is longer than that of even the 737-400. Finally if you are unlucky enough to be involved in an emergency evacuation the crash doors on the New Generation 737 open upwards rather than outwards on the older versions !!!

The Dornier 328 Jet made its first flight on January 20th. A second aircraft was due to make its first flight on April 26th and a third in July. Dornier anticipate to raise production from 25 aircraft in 1998-1999 business year to 72 in business year 2001-02.

Airbus Industrie are to take up its option on a 5th Beluga for delivery in 2001. The aircraft will be required for transporting Airbus components as the build rate of Airbus aircraft increases.

The Boeing MD-17 Commercial Globemaster is expected to be launched by the end of 1998. A two year development and certification effort is planned, with first deliveries in 2001.

OTHER NEWS

A highly readable history of Air Force 1 appeared on the internet, which had been taken from CNN allpolitics. I thought it would make rather good reading for this section, as the aircraft in question, although military, is a Boeing 707. Once again apologies to Eric !!!

The first jet to be designated Air Force One is been retired later this year, heading for a museum at Wright Patterson Air Force Base, Ohio.

The Air Force Boeing 707 with tail number 26000 (Full Serial 62-6000) has a storied past. It was state of the art when it became President John F. Kennedy plane in 1962. Over the span of three and a half decades it served seven presidents, but it is most remembered for the last flight it gave it first chief, in November 1963.

This is the aeroplane that flew President Kennedy to Texas and flew his body back to Washington.. after the body being placed on board, President Johnson was sworn in as President of the United States, remembers Joe Chaappell, retired Chief Master Sergeant.

Explaining that the planes bulkheads were easily removed, Chappell said, The crew didn't want President Kennedy casket to travel in the cargo hold, so they made room for it in the passenger compartment. We removed the seats, two rows of seats...

The historic aircraft, only called Air Force One when the president is on board, took Kennedy to Berlin in 1963, Secretary of State Henry Kissinger to Paris in 1970 for secret talks with the North Vietnamese and President Nixon to China in 1972.

This year, in what could have been it last duty as Air Force One, it rescued President Bill Clinton when his Jumbo Jet got stuck in the mud in Illinois. And it even took celebrated ex-White House intern Monica Lewinski to Europe on her last trip with Defence Secretary William Cohen.

The venerable aircraft has logged more than 13,000 flying hours, and millions of miles carrying not just presidents, but cabinet secretaries, congressional delegations and heads of state.

In 1981 it carried former Presidents Nixon, Gerald Ford and Jimmy Carter to the funeral for Egypt Anwar Sadat. But the prime stateroom was commandeered by Secretary of State Al Haig, because he was the official representative of President Ronald Reagan.

Retired Chief Master Sergeant Stan Goodwin was radio operator on that memorable flight. It was the only time that I seen three president and two secretaries of state standing in line to go to the mens room, Goodwin recalled.

What do folks like to do when they are on Air Force One? Why, use the phone to call friends and bragg, like the time unsuccessful presidential candidate Humbert Humphrey was given a lift by President Nixon.

He came on board. The president allowed him to sit in the president seat, and he made 150 phone calls between Minnesota and Washington, to tell people he had finally made it on Air Force One, and he finally made it to the presidents chair Goodwin said.

Next May this workhorse of the presidential fleet will make its last flight, to the Air Force Museum, Ohio, where it will take it well earned place in aviation history.

A Baltimore developer is planning a chain of theme restaurants called Crash Cafe. They will feature the smoking fuselage of a DC-3, spark spewing wings, and film clips of train wrecks, exploding buildings and collapsing bridges. The chain of restaurants is planned to spread across the U.S.A. and then perhaps abroad.

The Nigerian Federal Aviation Authority has approached the Federal Airport Authority to help owners dispose of 60 disused or derelict airliners from the countries main airports. The trouble appears to be caused by Nigerian domestic airlines obtaining second hand aircraft, but when they become due for C or D checks do not have the finance to carry them out.

CREDITS Aircraft Illustrated, Mach 3 E-mail site (and all it contributors), Marcus Mitchell, Harry Morrow, Pete Smith, John White

A DAY OUT WITH CABAIR.

It was back in October that I as a regular reader of Flight International replied to Air 2000's cadet sponsorship scheme. I applied to Air 2000 through the Cabair college of air training at Cranfield. I received all the information and sent off open-minded about being selected. Fortunately I was invited for an interview and selection tests in December to report to Cranfield for 9.30 on a busy Friday morning.

So committed to Aviation as I am I decided to set my alarm for about 3.30 on that Friday. Before long I was on my way down the M1 on a misty morning, the sun was appearing near sleepy Bedfordshire and I wasn't nervous about anything apart from the possibility of a visit to the Bank. I arrived and decided to number-crunch until I met up with some other candidates from all over the land. We wne off in search of warmth and a cup of something before meeting current trainees who were working towards their Airline Transport Licences. I spoke to a Caledonian trainee who knew that Air 2000 was a hard Airline to work for, but we put that behind us and sat the first of four exams in one day!.

At the start we all assembled in a large lecture room with desks and we were given a short introduction from the principal a Mr Hoy. Hello everyone, welcome to Cabair you are the lucky ones chosen from 2,700 applications was his greeting.

The first of the exams took around 40 minutes and that was mainly covered by physics, the second and third again more physics and myself and the others gad a lot of brain-storming to do.

I enjoyed the last exam which was all about Aircraft performance and Fuel combined to the weight of the Aircraft, if an Aircraft was flying at 33,000ft how long will it take to descend to 20,000ft at a speed of 210 knots, and what would the heading be?.

I would say that this was good experience for myself and I am continuing with my lessons at Sherburn Aero Club. I am going to apply for further sponsorships in the near future, Airtours, B.A. Jersey European, British World, Air 2000 and the rest, whatever it takes.

HE WHO DARES WINS.

MARK ELLIOTT.



Further afield.....



Global topics by
alan sedgwick

FAIRCHILD DORNIER have received further support from several interested parties regarding their planned 50-90 seat family of regional jet aircraft. The Swiss based airline **CROSSAIR**, **LUFTHANSA CITYLINE** in Germany and an un-named U.S. operator are poised to make orders later this year. **NORTHWEST**, **UNITED AIRLINES** and U.S. **AIRWAYS** could be takers across the 'pond'. **CROSSAIR** President Moritz Suter has been quoted as saying that his airline would be interested in making 60 firm orders, plus options on a further 60. The Basle based outfit would use the **728JET** arrivals to replace its entire fleet of **SAAB**'s and **AVRO RJ**'s over the period 2001 to 2007. Incidentally the 11 **MD80**'s are said to be staying with the airline until the year 2005. **CITYLINE** who already have **Canadair**'s 50 seat jets could be tempted with a similar sized order worth in excess of \$1.5 billion, but may still look at the **CRJ-700**. The powerplant for the jets should be decided any day now from the **General Electric CF34-8D** and **Pratt & Whitney SPW14**. The airlines will decide on orders following the delivery of the final basic design from the manufacturer which is due at the end of June. **Fairchild Dornier** have also revealed that they are studying the options to stretch the 90 seat **928JET** further to 102 seats!!

THE CLOCK TICKS ON..... towards the year 2000 and following on from my lines in the March issue, the concerns (rightly) continue to be aired. A spokesman for **BOEING** is reported to have said that the U.S. giant will give written guarantee's that their aircraft will behave normally when the time comes' provided that the airlines have complied with the directives from the company. European competitor **AIRBUS INDUSTRIE** are writing to all its customers telling them that their aircraft systems will not be affected by the infamous date change. **KLM** seem to be playing it safe however with the announcement that come January 1st 2000, they will put into operation plans to ground their aircraft for checks for a short time. A spokesman for the **British Aviation Insurance Group** said that from May aviation insurers will exclude cover from any problems caused by the software bug from standard policies. It seems that the cover will be increased once more depending on the clients individual circumstances and action taken. The companies behind the big UK charter airlines will understandably wish to avoid glitches and are taking action now. **Thomson** have warned travel agents they will not get into their viewdata system if they do not make their systems compliant and **Airtours** are meeting key suppliers to avoid any possible problems. **BRITISH AIRWAYS** have stated that they will only operate services when they are satisfied that

their high standards have been met and AMERICAN AIRLINES have now expressed concern over flying to some destinations.

MALAGA AIRPORT was sampled recently and perhaps surprisingly for the first time, it being my 14th sojourn onto Spanish owned soil. There will be someone who will no doubt disagree, but I found the airport's interior volume created by the high airy ceilings hoisted up on gargantuan pillars of concrete, not only attractive, but instrumental in giving each person a bit more space, especially vertically!! Going upstairs to the duty free shops and cafes makes a change, as did the numerous seats and tables, although when the 'plonk' and 'fag' shop empties, there never seems to be a spot to rest. All this 'airside' arcade is again kept bright by high and wide windows overlooking the aircraft parking bays and piers. One thing I had not seen before were the seats extended in design to make recliners, ideal when your aircraft is stuck 1,000 miles away with a faulty warning light!! During the two visits to the airport which lies 7km South of the city established in 1500 BC by the Phoenician Greeks!, U.K. aircraft appeared to be the vessels of the many current invaders. In some cases two or more of our banner carriers were disgorging their contents with the more notable visitors being a CITYJET BAe 146, BINTER CN 235's, an IBERIA 727 and AVIACO MD88's, a French 737/200? and an AIR PLUS? Airbus.

***** With the summer fast approaching the usual invitation is extended to all our readers = if you have an interesting paragraph (about 10-20 lines) about the foreign airport you visit this year, then scribble them down and send to me at;- 12 BEVERLEY DRIVE, DEWSBURY, WF12 7NB.

IN BRIEF....

- * The US FAA are having a review of the safety aspects relating to DC8 freighter conversions following issues raised with 727 modifications. The main concern seems to lay with cargo re-builds by a third party.
- * ALITALIA have leased 3 more 767's and are looking at A330/340 plus Boeing 777's to renew their long haul fleet.
- * PARK EXPRESS will start as a new Turkish low-cost regional airline in December with five new RJ100's backed by a large conglomerate in that country called Park Holdings.
- * BOEING are considering setting up a 'next generation 737' production line in Russia where at least 3 airlines are said to want around 50 aircraft.
- * BRITISH SOUTH ATLANTIC AIRWAYS have started BAe 146 oil company weekly charter services from the Falkland Islands to Sao Paulo (Brazil) via Montevideo. By September they hope to double the frequency with a leased 737/200 from BRITISH AIRWAYS, with aspirations of a future franchise!.
- * AIR FRANCE are using the first of ten Boeing 777-200ERs on the Paris to New York sector. These 270 seat aircraft are some of the first with the Extended Range designation as opposed to Increased Gross Weight.
- * DEBONAIR should now be plying the Hamburg-Dusseldorf route and are to link Paris with Brussels for AIR FRANCE plus Paris-Brest and Biarritz.
- * EMIRATES now have a \$70m (40%) stake in AIR LANKA

- * GENERAL ELECTRIC have had very early thoughts on the possibility of a Supersonic Dassault Falcon SST making Paris-New York in around 4 hours.
- * PARIS CDG airport have opened the first half of their new Terminal F which is just part of a five year - Fr15 billion investment scheme.
- * SABENA are wanting to make Stansted its fourth London port and eventually add Belfast, Luton and Norwich to make it '14' in the U.K!!
- * CHINA AIRLINES are thinking of putting all its aircraft orders in hold due to a decrease in loadings of up to 15%. The loss of 200 souls in its Airbus A300 tragedy in Tapei in February is thought to be partly responsible. The airline may not now take all its A300-600R's and 10 + 5 Boeing 737-800's.
- * BOEING's new 757/300 is taking shape on the 'line' at its Renton factory and is due to be rolled out in May, before taking to the skies in July. The German charter company CONDOR are set to fly the jet next January which will be the largest single-aisle twin-engined aircraft at 54.4m!
- * CANADA 3000 are this month taking delivery of two A330's with two more to follow in the next 2 years. You can see one on May 9th heading from Manchester to Vancouver via the 'stampede' city of Calgary.
- * EUROFLY the Milan based charter operation which is 45% owned by ALITALIA are wanting at least two Boeing 767's to start long haul flights.
- * EASYJET now have a 40% stake in the Swiss charter airline TEA after efforts to take control of AIR HOLLAND failed. The Luton based airline hopes to move its new fleet of five 737/500's from Basle to Geneva.
- * RUSSIA's SUPERSONIC experimental Tu-144LL aircraft has completed its test sorties after 39 hours and nineteen flights.
- * MALAYSIAN AIRLINES are off-loading more 737's in a lease deal with JET AIRWAYS of Mumbai, India. MAS are adding 777's and 747's (total 8).
- * AIR CANADA are re-furbishing ageing DC 9's with hush kits to qualify them for more routes into the USA beyond the stage 3 noise deadline. (31.12.99)
- * GARUDA INDONESIAN AIRLINES are having to seek a re-negotiation of their financing for 12 new jets of the 737 family, 5 have been allowed to date.
- * TOYOTA MOTORS of Japan are reported to be developing a four seater light aircraft which could be in the air at the end of next year.
- * QATAR AIRWAYS are looking to re-equip their narrow bodied jet fleet of Boeing 727's with either A320's or 737-700/800's.
- * CEBU PACIFIC AIR of Manilla who operate former GARUDA DC9 30's can resume limited operations following their Feb 2nd air crash.
- * KLM are now utilising the first of their pair of converted 747/200 freighters which have a stretched upper deck (SUD) from Schipol to Chicago.
- * PAN AMERICAN WORLD AIRWAYS have permission from the bankruptcy courts to continue operations with their remaining 737/200 and 727/200s (2).

Further afield Credits;~ FLIGHT International, Laurie Coldbeck, T.T.G,
A.Sedgwick, Winged Words.

AUF WIEDERSEHEN PET

This year's weekend away at a European Airport was to be Brussels, as I had not been there, Sabena were partly through a re-equipment program and it was the centre for Overnight Parcels Services - DHL. I thought that by the end of May it would be quite warm and long daylight hours so on enquiring about the cost of a ticket, I was taken aback to find the cheapest (from LBA of course) was £183 via Amsterdam with KLM uk. It was going to cost over £200 to fly direct with Sabena!

During half term week in February, I made a trip over to buy World Airlines Fleet Directory from my favourite Aviation bookshop. I called at LBA and picked up a promotional leaflet from the Sabena desk. On perusing this I was disappointed to find that Brussels was not on the list but about 90 other cities in the world were! Not to be put off, it would only cost £139 + tax to go to Dusseldorf - an Airport not visited but also having good viewing and photographic facilities. The only drawback was that it had to be done before 31 March.

Checking in at 06.00hrs on Saturday 14 March, it was just beginning to get light. On the apron was RJ 85 OO-DJT being fuelled up for the flight to Brussels. The Air UK, sorry KLM uk Fokker 100, was taxiing out as we boarded the plane and it wasn't long before we were climbing off runway 32 on a bright morning. There were 26 passengers on board, so there was plenty of room to read the morning paper. Not a large number, only 18 months ago that would have been a full flight!

We landed at Brussels just over a hour later in rain, parked off the Terminal B and 'bussed' to Terminal A. At least this gave me the opportunity to observe the freight area where numerous DHL B727's and Convair 580's were parked along with Saudia DC8 (EI-BNA), Emery DC8 (N 606AL), Hunting Cargo B727 (EI-HCB/D) and an all white B727 without titles. I couldn't stop too long as I only had 50 minutes for my connection to Dusseldorf but I managed to observe Constellation A320 (EI-TLP), Air Belgium B737 (OO-ILJ) and most of the Sabena fleet. When I found the boarding gate for my flight, it was next to the aircraft I had just arrived in! This time the aircraft was a RJ 100 OO-DWA.

The flight to Dusseldorf took only 30 minutes and we landed at 11am local time, only 3 hours after leaving LBA. One of the advantages of living in a 'common market' is that border formalities are completed quickly and within ten minutes I was on top of the Terminal on the Spectators Terrace. The position was absolutely superb, all movements had to taxi within the range of a 200mm lens either on landing or take off. The weather was cloudy and cold and getting colder, as I would find out over the weekend.

Obviously Lufthansa was the major carrier mainly with B737, A320 and Canadair Regional Jet. There was one B747 flight to New York and the odd flight with A310 and A319. Other German scheduled airlines included Deutsche BA with B737 and Eurowings with ATR 72. The European schedule airlines were represented by BAW B737/757/767 A320; AFR A320; SWR A320; AZA M82; SAS M81; IBE

M87; SAB RJ100; JAT B737; OAL B737; EIN B737; The regional carriers were represented by BAW Express ATR 42, KLM uk F50 (in new colours), Tyrolean DHC8, Brit Air Canadair Regional Jet and Rheinland Air Service Short 360. Long haul carriers included Continental DC10 to Newark and United B767 to Chicago. North African carriers included Tunis Air A320 and Egypt Air A300. Germany has a large Turkish immigrant workforce and they travel on the services of Istanbul Airlines B737/757 and Turkish Airlines B737. Aeroflot and Don Airlines used TU154 but a nice surprise was an all white YAK 42 - UR 42540 - operating for Air Bosnia. Finally, Tarom uses BAC 1-11.

Dusseldorf is the base of LTU which has now absorbed LTU SUD based at Munich. Apart from B757/767 there were most of the MD11's and Airbus 330's in and out over the weekend. Hapag LLOYD have a reasonable presence mainly B737(400 and 500) and they had one A310 flight on the Saturday. Aero LLOYD use MD83, A320 and A321 and not forgetting Condor with DC10 and a B757 in a special colour scheme.

On to the Sunday and I was on the Spectator Terrace by 08.30hrs and there quite a few good movements already in including Onur Air A300; Sharouk Air A320; Sun Express B737; Most of the schedule traffic was the same as Saturday but in addition there was Finnair MD83; Air Malta B737(400); Austrian F70; El Al B737; Malev F70; LOT ATR72; Charter flights included Air Alfa A321, Futura B737(400), Cronus B737, Air Berlin B737(400) and Aero LLOYD A321 in a special colour scheme. There were about a dozen light aircraft/twins/bizjet either parked or visiting including a Turkish registered Citation.

As I said earlier it was cold on the open terrace and I was grateful to go and check in for my flight at 16.00hrs. The return flight to Brussels was my shortest commercial flight - 20 minutes - on RJ 100 OO-DWC which had only been in service 2 weeks. I had a little longer at Brussels this time but it was getting dark but again it was busy mainly with Sabena aircraft and Virgin Express. The flight back to LBA was aboard RJ 85 OO-DJY and we were delayed by 20 minutes yet we managed to arrive LBA at 19.25hrs after a flight of just one hour. This time there were 60 passengers on the flight which must be pleasing to Sabena and I wish them every success and hope that they can offer some special fares in the summer when it is not too cold!!

Next trip? I think the gnomes of Zurich need visiting as they offer ramp tours at the airport. Anyone know which airline offer special fares?

Roger Fozzard

G - DASH

A brief history of the UK Civil Aircraft Register

One of the things which attracts people to our hobby of aviation is logging the registrations allocated to different aircraft. These registrations are the basic way of telling one aircraft from another and they are issued by the various home countries from which the aircraft operate. Each country has its own combination of letters, or letters and numbers, and aircraft are issued a registration in this series which is unique to each individual aircraft. When an aircraft is sold out of the country its registration is cancelled and it takes up a new registration issued by its new country of operation. This is a simple explanation of a rather complex system, there are lots of rules and regulations which apply to the whole business of aircraft registers and it is not always as straight forward as this. A brief history of the UK civil aircraft register may be of interest to readers and may tell you something you did not already know.

The idea of registering civil aircraft goes back as far as 1910 when it was one of the suggestions at an International Convention in Paris which was not adopted at the time. Two years later, in May 1912, delegates from the Aero Clubs of over a dozen different countries attended a meeting of the International Federation in Brussels where they recommended that all aircraft should carry clearly visible a registration number which would identify the aircraft and the country from which it came. Again this was not adopted. With the outbreak of the First World War in 1914 the government imposed restrictions on civil flying and so the problem was no longer an issue. During the War the government formed the Air Board and they in turn formed the Civil Aerial Transport Committee to report on what was needed to develop aviation for civil and commercial uses.

With the end of hostilities in November 1918 the official restrictions on civil flying were not immediately lifted but a Civil Aviation Department, formed by the Air Ministry, came into being on the 12th of February 1919 with Major General Sir Frederick Sykes being the first Controller General of Civil Aviation. Mr Winston Churchill was at the same time made the Secretary of State for Air and through the Civil Aviation Department he was empowered to draw up the first requirements for airworthiness and registration of aircraft. Since there were at that time no international regulations for the registration of civil aircraft it was decreed by the Air Ministry that all military aircraft sold for civil purposes and having a military serial would be allocated this serial as a registration mark but all new aircraft and those built from spares would be allocated a serial in a series commencing at K100. Both these systems were to operate side by side until a more permanent system of international markings was introduced.

Civil flying commenced again in the UK on May 31st 1919 and the first recognised civil flight was operated by the DH9 C6054 of Aircraft Transport and Travel Ltd. which departed Hendon at 04.30hrs with one passenger and a parcel of newspapers for Bournemouth, unfortunately they hit fog and crashed into the Portsdown Hills with the loss of the aircraft. Up to July 24th 1919 some 154 aircraft were given civil status but with the military markings retained whilst in the other series they progressed from K100 (a rebuilt AIRCO DH6) to K175 (reserved by Avro for an Avro 536). In July 1919 the International Air Navigation Convention met in Paris and allocated nationality markings to some 26 countries, each country received a letter prefix which was to be followed by a group of four letters and each group

was to include one vowel with the letter Y to be considered as a vowel. Aircraft were to carry the national letter on the tail surfaces, the aircraft registration was to be in black on a white background and on privately owned aircraft it was required that the registration be underlined!

Although this agreement was not signed until October the UK Civil Aviation Department was ready to put it into operation by July 31st, they had decided that their official allocation of the letter G was to be followed by the letter E for powered types then in sequence from AAA. All the aircraft in the two temporary registers noted above were transferred into the new register by the C.A.D. between July 31st and August 7th irrespective of their state of airworthiness, thus the first aircraft on the permanent UK Register of Civil Aircraft was G-EAAA the AIRCO DH9 ex C6054 which had already been destroyed as previously mentioned. At this time there were many balloons and airships flying and to keep these in a separate block they were allocated the registrations G-FAAA to G-FAAZ with the first one going to an unidentified Spherical Free Balloon in 1920. Some of the famous airships in this series were G-FAAG which was the R-33, G-FAAV the R-100 and G-FAAW the ill-fated R-101. The last one registered in this series was G-FAAX the Non-rigid Airship A.D.1 in 1927 which was finally dismantled and sold for parts at Cramlington in June 1931. The powered aircraft series progressed in strict sequence from G-EAAA until the DH 60X Moth G-EBZZ (c/n 691) on August 9th 1928, the only out of sequence registration issued was G-EDCA which was operated by the Director of Civil Aviation. It was in fact carried on two aircraft, first on the DH 60 Genet Moth c/n 379 in December 1927, then on the DH 60X Moth c/n 529 from February 1928 to April 1930.

Aircraft of the Commonwealth Countries also used the prefix G but they had their own letter sequences after the G. Canada used the series G-CAAA to G-CAZZ with a Curtiss JN.4 Jenny starting the register as G-CAAA on 20 April 1920. Australians used the series G-AUAA to G-AUZZ with G-AUAA being issued to the De Havilland 37 c/n 105 on 15 February 1924. In New Zealand they used the obvious series G-NZAA to G-NZAZ and G-NZEA to G-NZEF, registration G-NZAA was allocated to an Avro 504L (ex H2989) on 21 December 1921. In India the series G-IAAA to G-IAAZ was in use but little is known of the details. Finally the South Africans started at G-UAAA and reached G-UABD before it all changed in 1928.

By 1927 the growth of aviation world wide meant that the then current system of nationality markings was becoming inadequate and some changes were needed. At a meeting of the International Commission for Air Navigation in Geneva on June 8th to 11th in 1928 a number of new resolutions were ratified and these were to come into effect on January 1st 1929. New registration prefixes were allocated to the larger Commonwealth countries and this meant that Canada/Australia/South Africa/New Zealand and India were removed from the G-xxxx sequence. Britain had decided that they would end the G-EAAA sequence when it reached G-EBZZ and continue from G-AAAA and the letter Q would no longer be used. Registration G-AAAA was issued to the De Havilland 60G Gipsy Moth c/n 805 on 12 September 1928. The register is still in use in this form but from the mid 1970's the strict sequence has fallen by the wayside and aircraft now carry all sorts of fixed registrations which can be any four letters as long as they are not offensive.

The growth of microlight aviation required some kind of control so in 1981 a new sequence was started for these aircraft with G-MBAA being issued to the Skytrike Mk II c/n 01 on April 23rd. Another anomaly was the sudden upsurge of interest in toy balloons which resulted in hundreds of bin liners and other strange items being registered in the main sequence until the CAA finally called a halt to it by creating a new register series for them commencing at G-FYAA.

Another part of the aviation scene which has registrations but seems to be less popular among enthusiasts is the Gliding World. Gliding came to Britain early in the 1920's but it really "took off" in 1930 when the British Gliding Association was formed. The BGA became the controlling body for civil gliding and they began a system of registration for gliders under their jurisdiction, each glider had to have a certificate of airworthiness and this CofA number became the registration of the glider. The first one to be allocated was BGA101 which was given to a BAC Primary in August 1930 and the BGA register was issued in strict sequence after this up to the current time when we are in excess of BGA4300. However it was not all smooth flying, in April 1949 the Ministry of Civil Aviation decided that they wanted all gliders registered in the main register along with powered aircraft and they should all have a full CofA. This resulted in the G-ALxx section of the register suddenly becoming full of gliders and not many BGA numbers being issued for just over a year when, in June 1950, the order was rescinded. Gliders carry a small registration just under the tailplane usually but the BGA certificate can be found in the cockpit area and this carries the BGA number, also it is now more easy to identify gliders with the "Trigraph" three letter identity which is seen on the tail. This is tied to the glider's BGA number (for instance the previously mentioned BGA4300 has tail letters HYA) and runs in sequence.

All the previously mentioned registration sequences are what is known as "class A" markings, there is another sequence known as "Class B" markings which operates slightly differently. In the 1920's aircraft which were flown on experimental or test flights were limited to a 3 mile limit around the airfield from which they operated. This was mainly for manufacturers to test new aircraft before delivery when they did not have a CofA and therefore were not eligible for Class A marks. In 1929 a system was devised by the Air Ministry which would do away with the 3 mile limit by creating a special sequence of markings for the manufacturers who could then operate anywhere. Each approved manufacturer or firm was allocated a letter which was to be followed by a number and was to be painted on both sides of the fuselage, for instance A-1. The letter A was allocated on 23 December 1929 to Sir W.G. Armstrong Whitworth Aircraft Ltd, the letters D and Q were not used as they could be confused with O. The sequence ran as far as Z which was allocated to Taylorcraft Aeroplanes (England) Ltd and then moved to AB which was Yorkshires own sailplane company Slingsby Sailplanes Ltd. During the second world war there was a slight change in the system, to bring it into line with the then current 5 digit serials used by the military the manufacturers letter was now followed by a 4 figure number sequence beginning at 0222. By 1947 the single letters had all been used and the double letter was introduced as mentioned above starting with AB. This was not considered acceptable however so on January 1 1948 a new system was introduced whereby the letter G was to be followed by a number allocated to the manufacturer and the manufacturers own number for the aircraft, these were to be separated by two hyphens. Once again Sir W.G. Armstrong Whitworth was first on the list as G-1 and the list has progressed to at least G-57 (Airship Industries Ltd) in 1985 and is still in use in this form.

This has been a brief introduction to the registration of aircraft in the United Kingdom. As you will see it is not just a matter of painting on some letters and flying away. The civil registers of other countries are just as strictly run but each one has its own system of letters/numbers. Some are easy to follow but some are much more complicated and some are currently in a state of change as larger numbers of aircraft are purchased and the older systems become overloaded. There is scope for another article on the registration systems of the world but in my opinion the real way to tell aircraft apart is by the constructors number which is individual to every aircraft and that may be my next article.

-1-
--o-o-o--



AIR SUPPLY

supporting Air Yorkshire Aviation Society

New range of CORGI Die cast aircraft now becoming available.. Includes Avro York built at Yeadon. Ask about our competitively priced Flying Jackets, and Pocket waistcoats, ideal for the Airshow season. Airlines and CAM/MAM '98 now in stock

ELVINGTON WEB SITE NOW ON LINE: www.t-yas.co.uk

97 HIGH STREET, YEADON, LS19 7TA

**OPENING HOURS CLOSED SUNDAY AND
MONDAY, AND OPEN TUESDAY TO
SATURDAY 10.00 TO 5.00**

PHONE : 0113 250 9581

Professional Typing

Colour & Black & White
Photocopying

Stationery for: Business
office, home and school

Type Write

Stationery
Suppliers

3A, Ivegate, Yeadon
Leeds LS19 7RE.
Telephone: (0113) 250 6615
Facsimile: (0113) 250 0710